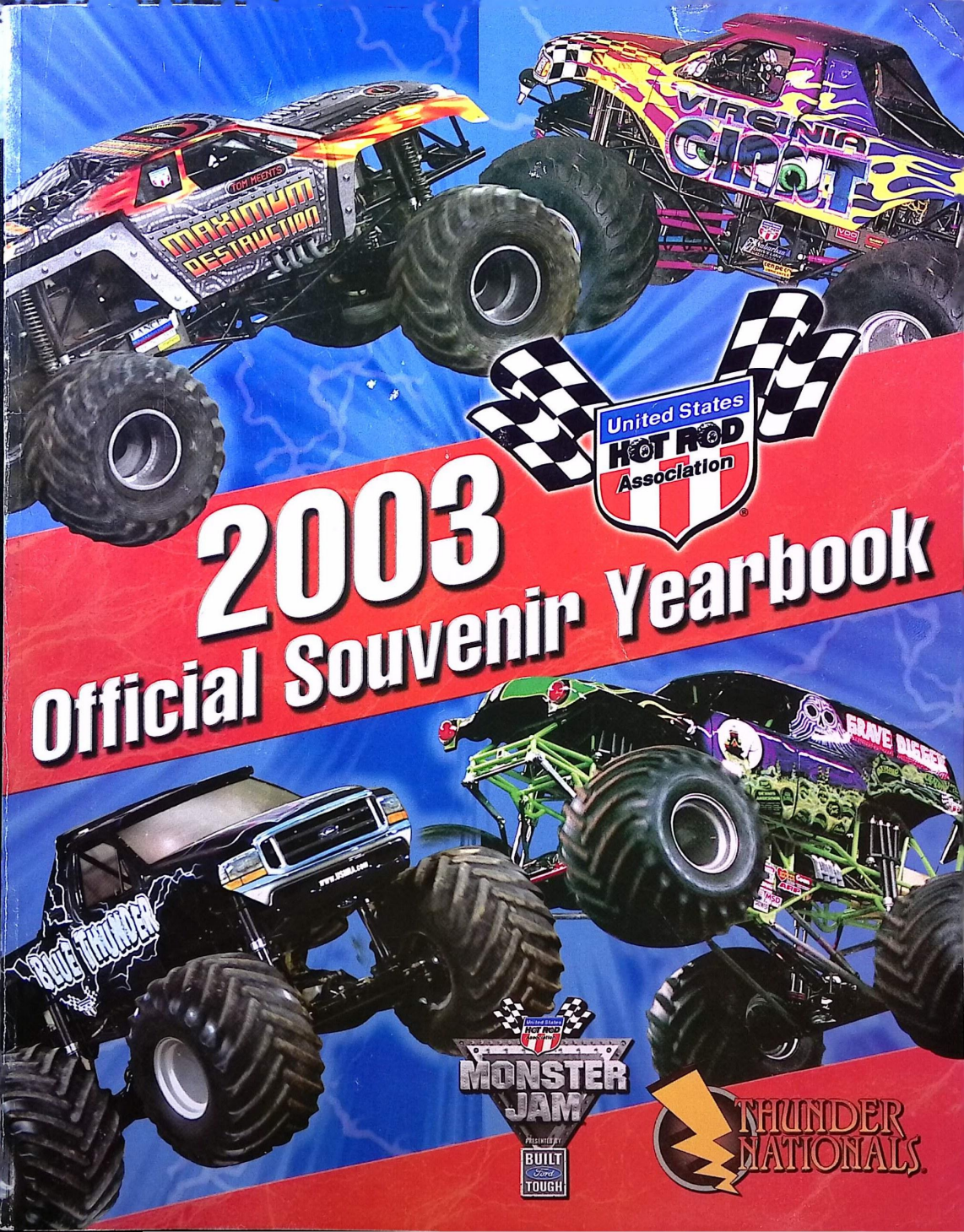
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WOW…twenty-five years and counting. 2003 marks the silver anniversary for the United States Hot Rod Association, and we sure have come a long way.

Just this past November, we said good-bye to a longtime friend in the Reliant Astrodome in Houston. The Eighth Wonder of the World has witnessed the evolution that the USHRA has gone through. Starting out as a sanctioning body for truck and tractor pulling, the association has evolved into the industry standard with respect to monster truck racing and safety. You can read more about the history of the USHRA on pages 54 & 55.

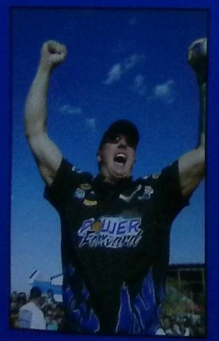
Those pages tell you where we have been, but it's all about where we're going, and we're taking you with us. You are about to experience one of the truly most exciting events you will see this year. At USHRA shows, you can expect the top monster trucks in the world, including three-time World Champion Tom Meents and his new ride Maximum Destruction, the legendary Dennis Anderson and the rest of the Grave Digger Race Team and all the other superstars of the USHRA. We have also amassed a collection of the top ATV and freestyle motocross riders to get your civic pride boiling and your body to the edge of your seat. Transformers, specialty vehicles and thrill acts that will make your spine tingle, are all brought together in the stadiums, arenas and fairgrounds across North America for you, our fans.

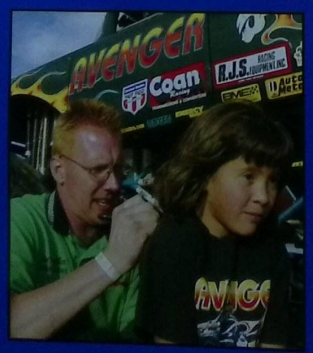
Without you, we would not be able to operate and carry the torch that is the passion that every employee at Clear Channel Entertainment – Motor Sports has for bringing you the best in specialized motor sports entertainment. It's hearing the roar of the crowd, feeling the press box bounce, or seeing that young child smile while getting their program signed by their favorite performer, that makes it all worth it to us. It's at that moment when we know that we have done our job. Do it for the fans, that is the common thread that has been with us for 25 years.

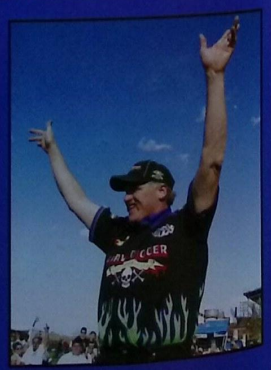
So sit back, and catch your breath now, because we are about to take it away with the most EXCITING Show on Earth!

From the United States Hot Rod Association, Clear Channel Entertainment – Motor Sports and all the drivers, teams and performers:

Thanks for coming and welcome to the show!







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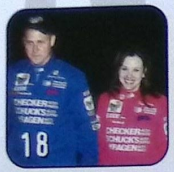

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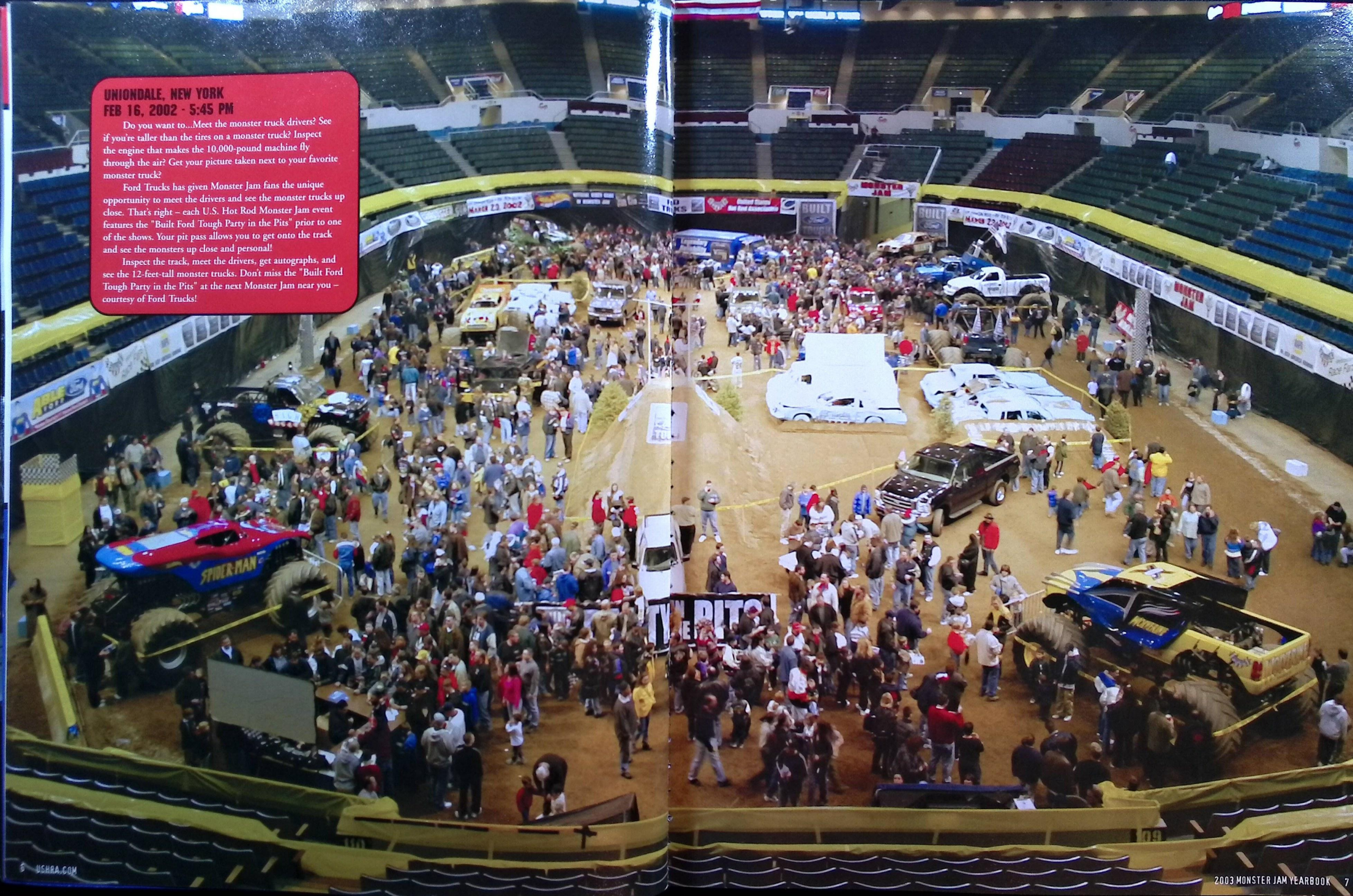

UNIONDALE, NEW YORK
FEB 16, 2002 - 5:45 PM

Do you want to...Meet the monster truck drivers? See if you're taller than the tires on a monster truck? Inspect the engine that makes the 10,000-pound machine fly through the air? Get your picture taken next to your favorite monster truck?

Ford Trucks has given Monster Jam fans the unique opportunity to meet the drivers and see the monster trucks up close. That's right – each U.S. Hot Rod Monster Jam event features the "Built Ford Tough Party in the Pits" prior to one of the shows. Your pit pass allows you to get onto the track and see the monsters up close and personal!

Inspect the track, meet the drivers, get autographs, and see the 12-feet-tall monster trucks. Don't miss the "Built Ford Tough Party in the Pits" at the next Monster Jam near you – courtesy of Ford Trucks!

EAST LANSING, MICHIGAN
FEB 22, 2002 - 9:40 PM

Here's proof Digger doesn't just do it in the dirt! Lil' Miss Dangerous (driven by Jocelyn Perrin) and Grave Digger (piloted by Scott Pontbriand) jump head-to-head during another exciting USHRA Thunder Nationals event.

BLACK STALLION – MIKE VATERS
"It's the world series of monster trucks and it's a complete honor to be there. It was really hard to not rip it all up at once in freestyle. You had two minutes out there and had to manage your time well. A lot of things can happen in two minutes on a track like that with all of those obstacles so you really had to map the floor."

PREDATOR – ALLEN PEZO
"Sam Boyd Stadium is a very fast track. You have a right and a left turn coming down thunder alley at high speeds before you even get onto the track and the speeds you have to reach are pretty intimidating."

TEAM MEENTS – TOM MEENTS
"Almost all the fans that come there are from outside the city of Las Vegas. You already hear a year in advance of people buying tickets for next year. It's like a collection of our best fans that come to the best show."

SUDDEN IMPACT – JOHN SEASOCK
"There is nothing about that weekend that's average. From the track, to the stadium, to fans, to the television show; the whole show with sixteen trucks is truly spectacular."

BLUE THUNDER – LYLE HANCOCK
"It's amazing to me how many other monster truck drivers and their families you will see that simply come to watch the Monster Jam World Finals in Las Vegas. Last year I saw four or five monster truck drivers that traveled from as far away as Virginia to watch 'the best of the best' compete."

AVENGER – JIM KOEHLER
"It's the super bowl. It's the finals. It's the best of the best. It's awesome. You've got the most viewers, the most hype, and the most publicity. You've got all kinds of stuff going on. It's crazy. It's an honor. It's pressure. It's prestige; it's everything."

LAS VEGAS, NEVADA
MARCH 22, 2002 - 9:30 AM
The world's best monsters and their crews line up for a desert photo op. Above are some quotes from the drivers of what it meant to make it to the World Finals!

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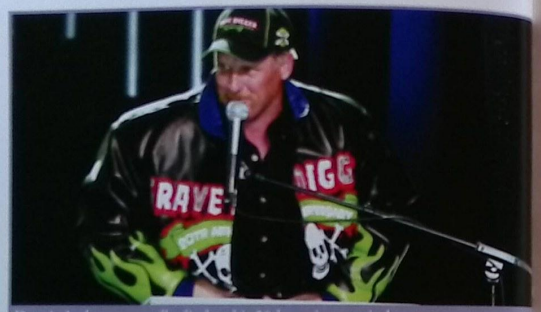
Sam Boyd

USHRA Monster Jam 2002 Season Review

By Scott Douglass

Tom Meents holds his 2002 Racing and Freestyle trophies high.



Dennis Anderson proudly displays his 20th anniversary jacket presented at the 2002 Monster Jam Banquet.

It's amazing how each and every year the United States Hot Rod Association Monster Jam action becomes faster, wilder and more spectacular. The competitors take pride in raising the bar, going faster, flying higher and farther, and wowing the fans more than ever before. So as we settle in to see what incredible feats are about to make up 2003, let's look back at what I feel are the greatest accomplishments and most incredible moments of the 2002 USHRA Monster Jam season.

TEAM OF THE YEAR – RACING

Winner: TEAM GRAVE DIGGER

Even though Team Grave Digger was unable to wrestle the World Championship away from Tom Meents, 2002 was Grave Digger's year. Three different Digger drivers – Dennis Anderson, Pablo Huffaker and Gary Porter – all recorded racing victories on the televised Monster Jam circuit last year, each defeating Meents somewhere along the way.

Runner-up: TEAM MEENTS

What more can be said about what this team has done (including three consecutive racing World Championships)? While Tom Meents did not dominate in 2002 as he did in 2000 and 2001, he still was in the finals more than anyone and had his share of wins, including the biggest of the year at Sam Boyd Stadium for all the marbles.

TEAM OF THE YEAR – FREESTYLE

Winner: TEAM MEENTS

The battle in freestyle last year was spectacular and close all season between the big two. Meents gets the nod here with a huge finish. The teams were even heading into the final two events. Meents earned this honor by coming back from his clear disappointment in the judges early last winter to reel off a spectacular 30 in Minneapolis followed by his World Championship winning performance in Las Vegas. Actually, Meents won the final four freestyles of the year outright to earn this distinction.

Runner-up: TEAM GRAVE DIGGER

Over the course of the year, Digger was a freestyle winner almost as often as Meents. We probably shouldn't call Team Digger runner-up here. It's more like numbers 1 and 1A.

UPSET OF THE YEAR

Winner: SPIDER-MAN, Raymond James Stadium, Tampa

Carl Van Horn shocked every fan in the sold-out crowd as well as the TV audience when the rookie piloted the Marvel Comics ride to a win over Tom Meents in the racing finals.

Runner-up: TETRA CICHLID FIREMOUTH, Alltel Stadium, Jacksonville

The sport's hired gun, Charlie Pauken, jumped behind the wheel of the strong, new fish food machine on a rain-soaked, straight-line course and showed why so many teams want to put him behind the wheel of their trucks. Pauken can flat out drive a monster truck.

FREESTYLE PERFORMANCE OF THE YEAR

Winner: DESTROYER, Silverdome, Pontiac

This selection may surprise some, especially since Destroyer didn't win that night (as a matter of fact, the judges only scored it a 23). That said, we know what Meents and Digger can do, and more often than not they do it in spectacular fashion. But I don't think either team laid down a run last year that was a no-doubt best ever for them. Dan Evans did exactly that in the Silverdome. I was stunned. I've always thought Dan was, for the most part, a good freestyler. But on that night in suburban Detroit, he became a great freestyler. New drivers in the sport should take the video of this run – along with the best of Dennis Anderson, Tom Meents, and Lyle Hancock – to see how a great freestyle run is supposed to look. Evans used the entire clock, had tons of momentum, hit every obstacle two or three times, and his reverse move over the bus was phenomenal.

Runner-up: BLUE THUNDER, Raymond James Stadium, Tampa

Lyle Hancock showed why he is considered one of the best freestylers – close to Meents and Anderson – with a roaring performance in front of one of the greatest crowds of the season. Like Evans' run, this performance had everything and elevated Hancock's freestyle status even more.

FREESTYLE MOVE OF THE YEAR

Winner: GUNSLINGER, Sam Boyd Stadium, Las Vegas

The big Ford may have actually showed up on the radar screen at Las Vegas International Airport. Scott Hartsock's huge jump in the finals had to be the highest and farthest we saw a truck fly all year. Even though the landing was so hard it cut the run short, that leap was one of the true "wow" moments of 2002.

Runner-up: GRAVE DIGGER, Sam Boyd Stadium, Las Vegas

Dennis Anderson was going for it in Vegas, trying to take the title away from Meents. Although he fell one point short, his 360-degree end to end rollover, followed by refiring the truck and continuing the run, is the one move I've heard more about from the fans than any other from last season.

ROOKIE OF THE YEAR

Winner: NEIL ELLIOTT

2002 was a superb year for new talent in the sport and several rookies made a big splash. But from the start of the season it was clear that Neil Elliott in the High Roller Ford was something special. From his debut when he made the finals in Minneapolis in December of 2001, through his return to Minneapolis in March where he set the fastest qualifying time, Elliott was a top contender all season. The biggest complement we can probably give Neil is that he never looked like he was a rookie.

Runner-up: CARL VAN HORN

Carl Van Horn burst onto the scene with his stunning win driving Spider-Man in Tampa, then suffered through an awful night the following week in Indianapolis. He had the ups and downs you'd expect a rookie to have. But any way you cut it, Van Horn showed he will be a force to be reckoned with.

CRASH OF THE YEAR

Winner: BULLDOZER, Reliant Astrodome, Houston

Guy Wood caught huge air in the big bull, but then, uncharacteristically, the truck nosed down and crashed viciously on the left front. From there the resulting mayhem saw the truck sheer off its horns, flip and almost disintegrate. It would be easier to list what wasn't damaged than to try and itemize every piece of the truck that had to be fixed. Wood walked away from the spill unhurt. What was most amazing is that the Bulldozer team, with a lot of help from friends, was back in action the next weekend.

Runner-up: GUNSLINGER, Reliant Astrodome, Houston

We got a taste of the sick air Scott Hartsock was planning for Vegas during this Houston stop. The problem was that he flew off course, couldn't get the big Ford stopped and crashed – hard!

MOST IMPROVED DRIVER

Winner: DAN EVANS, DESTROYER

Air Man Dan moved closer to the top of the monster truck food chain with a monster year in 2002. From setting the fast qualifying time at the televised Monster Jam in Houston, to the best freestyles he's ever performed at the season's end in Pontiac and Minneapolis, the Destroyer team made the biggest strides toward the top of any team last year.

Runner-up: DAWN CRETEN, SCARLET BANDIT

Dawn Creten has quickly come a long way, especially in freestyle. She and her husband field top-notch equipment, and she really showed last year that she is not afraid to drive it. She has the potential to be a real star on the USHRA circuit.

MOST SATISFYING VICTORY

Winner: BLUE THUNDER, Silverdome, Pontiac

It's hard to top the feeling of accomplishment Lyle Hancock had to experience after piloting the Built Ford Tough Blue Thunder onto the winner's stage in March in front of scores of Ford employees and executives. With his sponsor out in full force, Hancock was awesome and came home with one of the biggest wins in his stellar career.

Runner-up: Tie - GRAVE DIGGER, PABLO HUFFAKER, Georgia Dome, Atlanta, and GRAVE DIGGER, GARY PORTER, Reliant Astrodome, Houston

Team Grave Digger drivers added to the success of the 20th

Dan Evans destroys the rest and takes away Freestyle Performance of the Year

Guy Wood bullies the Crash of the Year award away from the competition.

anniversary Digger campaign with big wins over Tom Meents and the World Champion Team Meents truck during weeks when Dennis Anderson was racing his Grave Digger elsewhere. But there was more to each win. Huffaker rose to the occasion in front of some 65,000 fans, in a dome that had been a nightmare for Digger the previous two years. Bill Goldberg's barbs and Meents' success left Anderson ready to gnaw his arm off after leaving Atlanta in 2000 and 2001. Forward to 2002, where Huffaker exacted the Grave Digger's revenge. Porter was sick to death of hearing all day in Houston how Meents was "the man," and at being labeled an underdog in Houston. You could see he took it personally, as if his 17 years of top-level experience was chopped liver. At the end of the night, Porter had his vindication by beating Meents in racing and winning the freestyle.

RISING STAR AWARD

Winner: JIMMY CRETEN, BOUNTY HUNTER

This team may be on the verge of contending for every championship in the sport. It won't surprise me if Creten is at or near the top of the point standings in 2003, and I expect he'll be a real player at World Finals 4. Creten's win in the second-to-last racing event of the year in Minneapolis is probably just the beginning of a lot of time spent on the Winners Stage.

Runner-up: CARL VAN HORN, TETRA CICHLID FIREMOUTH

With a great truck and a talented young driver, this could be the hot new team this coming year. Van Horn showed us he can drive.

BEST NEW TRUCK

Winner: POWER FORWARD

Truck owner Karl Malone entered the sport in 2002 with an awesome new truck and an aggressive young driver. The combination had some great moments in the debut campaign and should continue to grow into a top-level team.

Runner-up: AVENGER

Yes, I know it's not really a new truck. But the fans, especially those over 30, fell in love with the '57 Chevy body style. What an awesome look to go with, one that is sure to make Jim Koehler's ride even more popular.

BEST INDOOR EVENT

Winner: GEORGIA DOME, ATLANTA

This is getting to be an annual selection, but the "Hotlanta" fans keep making this an event unlike any other. Every seat sold to tens of thousands of screaming monster truck fans makes the teams take it up another notch. The action is always awesome in the Georgia Dome.

Runner-up: METRODOME, MINNEAPOLIS

This event had the advantage last year of being the final event on the schedule before Las Vegas, and the superstars let it all hang out. Great action from start to finish.

BEST OUTDOOR EVENT

Winner: SAM BOYD STADIUM, LAS VEGAS

Well, they did it again. The superstars of the USHRA and every member of promoter Clear Channel Entertainment stepped up to the plate and slugged home runs. You wonder what the upcoming World Finals 4 can do to top No. 3. But then again, a year ago we were wondering how they'd evet top World Finals 2.

Runner-up: RAYMOND JAMES STADIUM, TAMPA

Some 1,500 standing room only tickets were sold at an event that ranks second only to World Finals 3 in terms of incredible outdoor events. The wild and crazy Florida fans and the stunning results with an unknown rookie winning the racing made this must-see TV for fans of the Monster Jam television series.

NON-EVENT WINNER IN 2002 MOST LIKELY TO WIN AN EVENT IN 2003

Winner: BRIAN BARTHEL, WOLVERINE

Despite not winning an event on TV in 2002, Barthel was a top contender virtually every week. It's just a matter of time until he takes another trip on stage.

Runner-up: NEIL ELLIOTT, HIGH ROLLER

He was so close to winning a racing event last year on TV that you have to believe another year of seasoning will put him over the top. He almost got there as a rookie. It's likely he'll find a way to get there in 2003.

MOST LIKELY TO PULL THE BIGGEST UPSET IN 2003

Winner: JOHN SEASOCK, SUDDEN IMPACT

I don't think anyone works harder week in and week out trying to step forward. That kind of effort always makes John a candidate to shock one of the big boys at any time. And he's coming off one of his best summers ever. He hits 2003 with a ton of momentum.

So there you have it, my salute to the best of 2002. Now strap in and get ready as the superstars of monster truck racing strive to top those performances every week this season on the USHRA Monster Jam tour.

Team Meents and Grave Digger square off against each other at the Monster Jam World Finals 3 in Las Vegas

Married to their Jobs ...

... And Each Other

Jimmy and Dawn Creten – the drivers of Bounty Hunter and Scarlet Bandit – successfully combine family and business life on the road

Ask any monster truck driver what the toughest part of the business is and most will tell you the long hours on the road and being away from their families. One veteran driver solved that problem by bringing his family on the road and building another truck for his wife to drive. Jimmy and Dawn Creten are one of the few husband and wife driving teams in the world of monster trucks, and if you ask them, they wouldn't have it any other way.

Jimmy was born in Kansas City, Kansas, and has been driving monster trucks for eight years. His primary truck, Bounty Hunter, used to be a truck called Shark Attack (some may confuse it with the original Bounty Hunter that was purchased by Joe Cypher and is now known as Airborne Ranger). After buying Shark Attack, Jimmy renamed it Bounty Hunter without knowing the original one existed.

That's not where the story starts, however, as prior to driving monster trucks, Jimmy had other aspirations. As is the case with many drivers, he started by fixing up 4x4 trucks and competing in mud bog races. He said that he went through the "growing tire phase."

"They came out with 35's (35-inch tires), I had to have 35's. They came out with 38's, I had to have 38's, and then 40's and 44's," he said.

However, he was using his primary work vehicle for the competitions.

"My grandfather told me I was crazy for using my work truck for the competitions then expecting it to get me home," he said. "So I built another truck for shows."

After a short career in the Missouri Racing Association circuit, Jimmy left for Kansas State University to begin his formal education. He earned enough degrees to nearly cover an entire wall, including a mechanical engineering degree from Kansas State, an airplane pilots license from Kansas College (now a part of K-State) and a robotics degree. After graduating, he began a career with Hill's Pet Nutrition, a subsidiary of Colgate-Palmolive. He also got back into fixing up trucks.

Changing Careers

At a show in 1995, he met up with an old mud-racing buddy who was into monster truck racing. Kenny Krum was trying to sell one of his trucks and suggested that Jimmy and his buddy come to a Clear Channel Entertainment (then SRO) show at the Kingdome in Seattle. Jimmy agreed, and his first monster truck show had a profound effect on his future. He said he "couldn't wait to get back home and mortgage some land and get into the monster truck business."

His future ride, Shark Attack, won the show, which Jimmy later called a fluke.

"It was a good truck, but it lacked some of the better technology that some of the other trucks had," he said. "So I needed to spend a lot of money to get it up to speed."

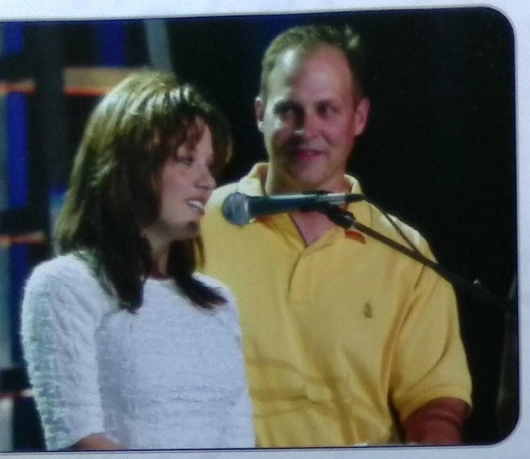
Jimmy was driving the new Bounty Hunter as a hobby to start, since he already had his full-time job with Hill's Pet Nutrition. That would soon change, as the company was looking to downsize and offered him a buyout.

"I didn't want to do it at the time, but I took it and soon learned that I didn't want to work for anyone else but myself," he said.

So Jimmy built his second truck and named it 2 Extreme.

Enter Dawn

Dawn Creten, born in Bismarck, ND was attending the University of Mary and training for a career in the medical profession. What most people wouldn't guess about the petite driver of Scarlet Bandit is that she first served an eight-year stint in the United States Army. A photo of troops using a zip line over a river on the



Dawn and Jimmy Creten accepting their award as 2002 Monster Truck Team of the Year at the USHRA Awards Banquet in Las Vegas on March 24,2002.

recruiting brochure attracted her to the Army.

"I wanted to do that in my swimsuit and never imagined doing it with 50 pounds of gear," she said. "I never pictured it that way."

Dawn also wanted to get a college education.

"Coming from a big family (she is second youngest with six sisters and three brothers), I knew my parents probably didn't have the money to send us all through school," she explained. "I wanted to pay for my own schooling, and the Army was one way to do that."

Dawn's first exposure to monster trucks was also memorable because it was the first time she met Jimmy.

"It was summer and I was working as a waitress in Bismarck. I got a tip in the form of tickets to an Alabama concert in Minot, N.D., at the state fair," she said. "The fair was 100 miles from where we lived, so I went with one of my sisters and a nephew."

Jimmy was at the concert because he appeared in a monster truck show that was held that afternoon on the track, which also served as the front few rows of the concert later that evening. The band attended the monster truck show and gave tickets to the drivers as guests of the band. However, the story of how Dawn and Jimmy met has two versions.

"He thinks I saw him from across the field, but I wasn't looking for anyone that night," Dawn said. "He was standing behind me and saw me first. He tries to make it sound like I was scoping him out, but that's not it at all. He came up and asked me if I wanted a drink, and I said 'yes.' We started talking and got to know each other."

Regardless to who saw whom first, the rest of the story is consistent from both sides. Jimmy had a few days off before his next show, and Dawn said she would meet him for lunch the next day in Bismarck.

"I honestly didn't expect him to show up, but after work, I drove past the restaurant and saw his semi in the parking lot," she said. "I said to myself, 'Dang, he did show up.' "

Jimmy eventually had to leave for his next show, but Dawn told him before he left that if he came back for her, she'd go on the road with him for a little while before school started. Without telling her parents, and only two credits away from a biology degree, she left for the monster truck tour. Four days later, she called her dad to let him know where she was. He said, "Well, I'll see you in August for school."

"August came and went and we've been together ever since," Dawn said.

In The Driver's Seat

In January of 1998, with no previous monster truck experience, Dawn was called to action to be a substitute driver, a moniker that would soon be lifted.

"We had the two trucks and had lined up another driver for 2 Extreme," Dawn explained. "But he had to back out at the last minute, and we decided to let me try and drive."

The parking lot in Fayetteville, N.C., was the testing ground for Dawn. Jimmy took the truck into the parking lot and showed Dawn the basics of driving before she performed in her first show that night. When asked if there was any hesitation to getting behind the wheel, she immediately answered, "Not at all."

Family Life

Now residing in Tonganoxie, Kansas, the Cretens have two daughters: Faith who is three, and Hope who is two. Since they are not yet in school, the two girls travel with Dawn and Jimmy to all their shows and appearances.

"They take up a lot of time, but of course they are kids," Dawn said. "They do really well on the road, but it's tough to find a babysitter. I have a lot of sisters, so they come and help. But the girls start to panic when I put my race suit on because they know I'm leaving."

"The kids are demanding more and more attention and will be starting school in a couple of years, and we may need to stay home more often," Jimmy added. "We may end up needing to hire a crew to drive the semi so we can fly in on the weekends for the shows."

Hiring a crew takes money that a lot of drivers can't afford. It requires more than $150,000 just to build a

"We've only known being together. Since the day we met, we've been together all the time." - Dawn Creten

first truck, and that's before you buy your first spare part and a rig to haul it in. The Cretens are fortunate enough to have a corporate sponsorship from the Checker/Schucks/Kragen chain of auto parts stores.

"We were doing fast food displays in Phoenix (the C/S/K hometown) and their Director of Motor Sports saw us and wanted us to do displays at a grand opening of his stores," Jimmy said. "As more and more corporate brass came out to our displays, it turned into a full sponsorship."

Both Dawn and Jimmy agree that being together is the best part about driving their own trucks.

"We don't have a long-distance relationship, and we're on the road more than the guys who do a show and then go home due to the sponsorship," Jimmy said. "Having my wife and kids there means everything to me."

"The best part about being on the road together is keeping him in line!" Dawn added "But seriously, just to be with our kids all the time is the best. We've only known being together. Since the day we met, we've been together all the time."

"Some people say that they need a break from their spouse," Jimmy said. "But I can't honestly say that. She has never been hard to get along with. There have been some trying times where we don't see eye-to-eye – since I'm an optimist and she's a pessimist – but I don't see that there is a downside to what we do and how we operate right now."

When it comes to driving, they agree on who the better driver is.

"I honestly have to say that it would be me," Jimmy proclaimed, "because I'm more aggressive. But there is nothing that she's afraid to hit on the course. She's more money conscious than I am. I am 'win at all cost.' I think girls are more programmed to think about the cost if she happens to make a mistake. That might hold her back just a bit."

"I'd love to say myself, but Jimmy does an excellent job," Dawn agreed. "I don't let him know this, but I try to learn as much as I can from him without him telling me things because I don't like being told."

While on the road, the Cretens take on the traditional household roles of mother and father. Dawn, when not crushing cars or signing autographs, takes care of Faith and Hope, while Jimmy does most of the wrenching on the trucks to keep them running. Sometimes accused of being a workaholic, Jimmy said "the business has grown to a point where I can't take a break. People think I don't like sitting around, but I do."

Definitely the exception rather than the norm, the Cretens have made the best of a difficult situation, meshing their business with their family life into a lifestyle that works for everyone. It paints a luxurious picture for those who may be considering entering the monster truck business, but Jimmy offers these words of advice: "If you're going to get in it for the money, my

suggestion is to follow one of the guys (currently running) so you can weigh the expenses against the pay checks. I really respect the guys who stay in it because it's a hard life. I have a sick sponsorship, and it's hard for me to still make it."

But make it they have. Jimmy made it to the final round of racing at World Finals 3, losing to Tom Meents by a slim margin. Long-time USHRA announcer Scott Douglas gave him the "Rising Star" award in his annual "Douggie Awards". This is a competitive team that shows up every week to prove that they can run with the "big boys" and make an even bigger name for themselves. Combining Jimmy's mechanical know-how with equipment that is top-notch and always has a shine to it, the Creten's will be making waves in the monster truck world for years to come.

As for the fame and the glory: "If you work hard, it's very rewarding to go out there in front of fans and be their heroes," Jimmy said. "That is priceless. That is something you can get from monster trucks that you can't get from an ordinary job."

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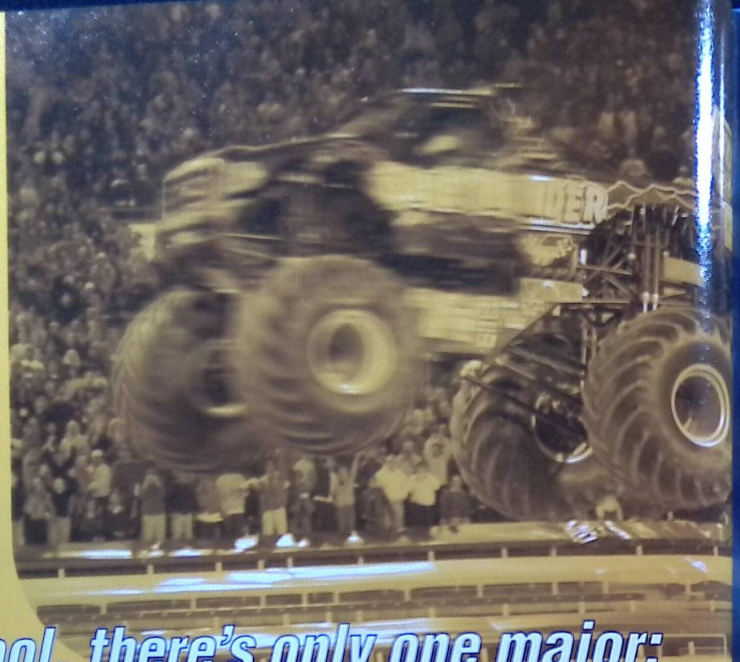

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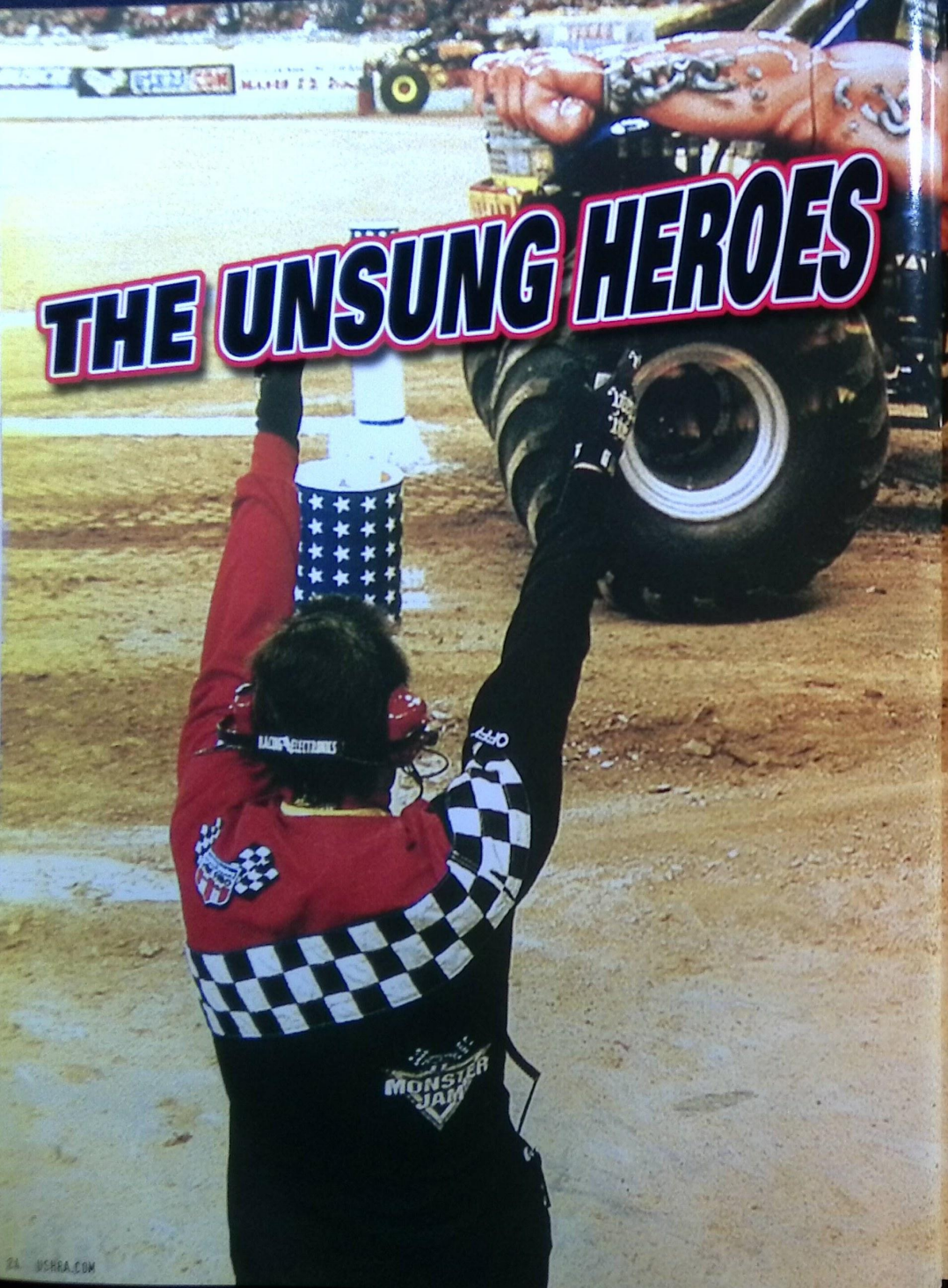
THE UNSUNG HEROES OF THE USHRA



The Technical Officials Orchestrate The Vital Behind-The-Scenes Tasks

They are truck drivers, accountants, rocket scientists, farmers and managers. They hail from around the country including Florida, California, New York, Ohio, Texas and even Canada. They are the United States Hot Rod Association Technical Officials.

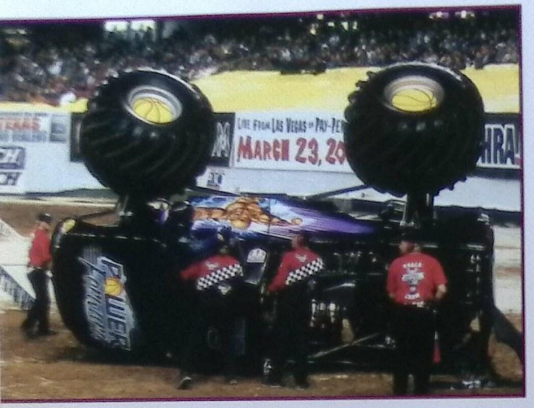
You see them on the event floor as the people in the red and black shirts that orchestrate the movements of all the show elements. Hanging banners before the show, parking and staging monster trucks, flagging the ATVs or working in the sand pit are just a few of the tasks that these unsung heroes perform every week.

A typical weekend for USHRA Technical Officials starts in their hometowns as they prepare to leave their families behind for the weekend. Most officials leave their homes on Wednesday night and arrive at the venue sometime on Thursday, prior to the show. As the dirt contractors are sculpting the imported dirt on the floor (see "Meet the Masters of Dirt" on page 34), the officials prepare the rest of the venue for the show by hanging banners, making A-frames for floor banners and hanging plastic. The plastic serves two purposes, creating an aesthetically pleasing look for all of the safety holds as well as protecting these areas from dirt and debris.

On show day (or the first day of a multi-show weekend) the competitors begin to arrive and the officials inspect the vehicles by checking for mandatory safety and competition equipment as outlined in the USHRA rulebook. Things they look for range from fire suppression equipment to maxim-allowed wheel spring travel to roll cage requirements. Once a vehicle passes inspection, it's deemed fit for that weekend's competition (unless there is damage present; in that case, it is re-inspected prior to competing).

There are many tasks that the officials perform during the course of the evening. Some serve as Competition Directors, informing competitors where to go using hand signals since they can't be heard over the roar of the engines. Others stage the monster trucks and other vehicles at the starting line for each event, while others may wave the checkered flag for a Quad Wars race.

Others coordinate the "club" help, which are local volunteers that assist the officials flagging races and moving equipment during the show, as well as tear down (see page 38 on how to get involved). Possibly the most challenging task is working "the tunnel," the area that houses the vehicles when they can't be parked on the floor due to the small size of a venue. The tunnel and backstage area poses a jigsaw puzzle-like challenge for the official in charge of that area. The official needs to know what vehicles are up next and how to park the others so that they can be sent onto the floor with a minimal amount of effort to keep things running smoothly. The tunnel has been referred to as the "heart" of the operation. Any blockages can lead to numerous problems, so it is imperative that a good flow is maintained.



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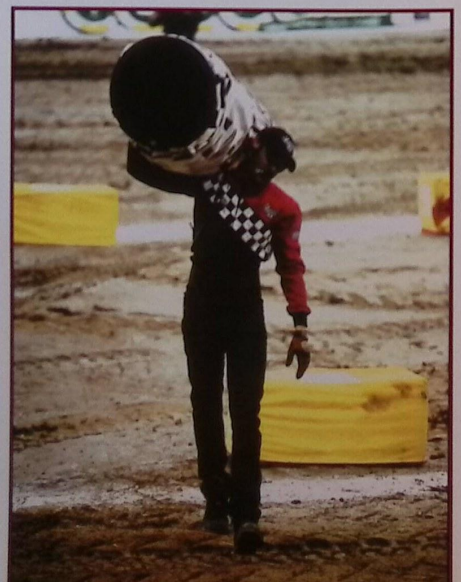

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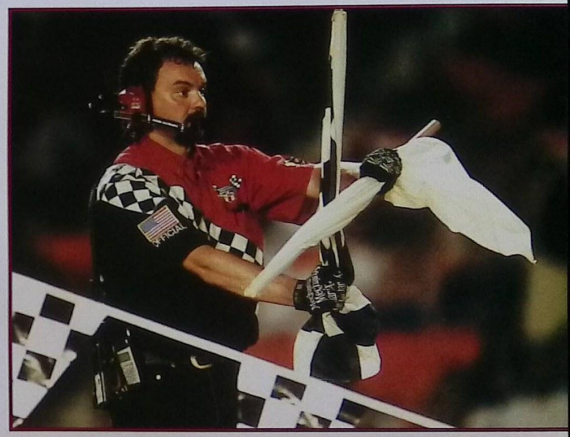


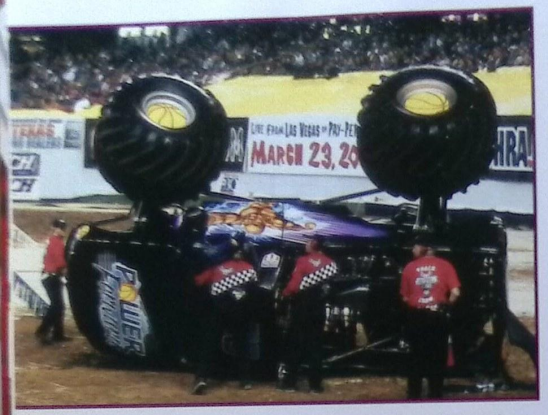
Speller beams proudly when he talks about being able to work with his son in a sport that he loves.

"When he moved to Chicago (home of Clear Channel Entertainment-Motor Sports), I told him you're moving into a tough position that involves a lot of politics and different personalities," he said. "He had worked for me his whole life and I told him it would be a tough road to hold. He's picked it up and done very, very well and it just gives me goose bumps to see what he's doing out there. I see monster truck drivers at the shows and they have so much respect for what he's doing and the way he was brought up and that's so exciting to see that."

Speller and Blaney are rare cases in that they can be involved with their children in a sport that they love, but most make up for the lost time during the off-season.

Next time you are at a show, or even tonight, be sure to keep one eye on the officials as they keep the show moving and entertaining for you, the fans.

White summed it up the best by saying: "Without a doubt, the best thing is going into a sold-out Edison Field (in Anaheim, Calif.) and seeing those people on their feet, yelling so loud that you can hardly hear anything on our headsets. Knowing that they are having a ball makes it all worth it."



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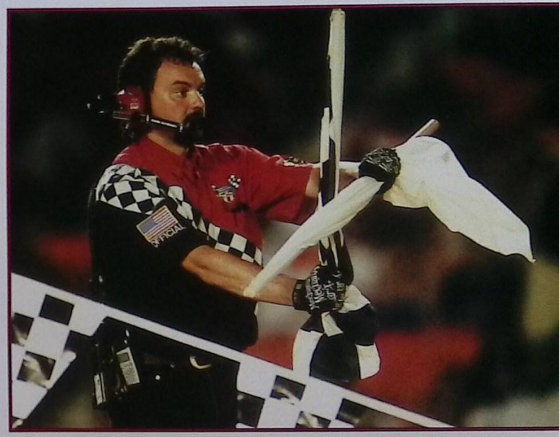
Speller's most embarrassing moment has actually occurred a couple of times.

"We've done some shows in some pretty cold places," he said. "I've actually dropped the RII because my hands were so cold, and when it hit the ground, it shut the truck off. You just have to shrug your shoulders and tell the driver, 'I just dropped it, sorry.' "



Speller beams proudly when he talks about being able to work with his son in a sport that he loves.

"When he moved to Chicago (home of Clear Channel Entertainment-Motor Sports), I told him you're moving into a tough position that involves a lot of politics and different personalities," he said. "He had worked for me his whole life and I told him it would be a tough road to hold. He's picked it up and done very, very well and it just gives me goose bumps to see what he's doing out there. I see monster truck drivers at the shows and they have so much respect for what he's doing and the way he was brought up and that's so exciting to see that."

Speller and Blaney are rare cases in that they can be involved with their children in a sport that they love, but most make up for the lost time during the off-season.

Next time you are at a show, or even tonight, be sure to keep one eye on the officials as they keep the show moving and entertaining for you, the fans.

White summed it up the best by saying: "Without a doubt, the best thing is going into a sold-out Edison Field (in Anaheim, Calif.) and seeing those people on their feet, yelling so loud that you can hardly hear anything on our headsets. Knowing that they are having a ball makes it all worth it."

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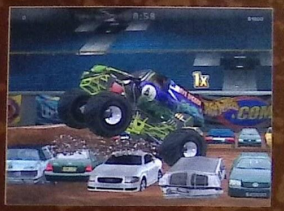

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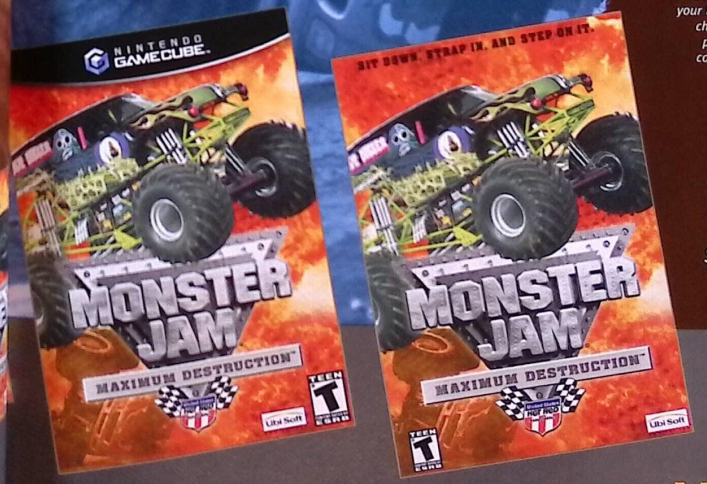

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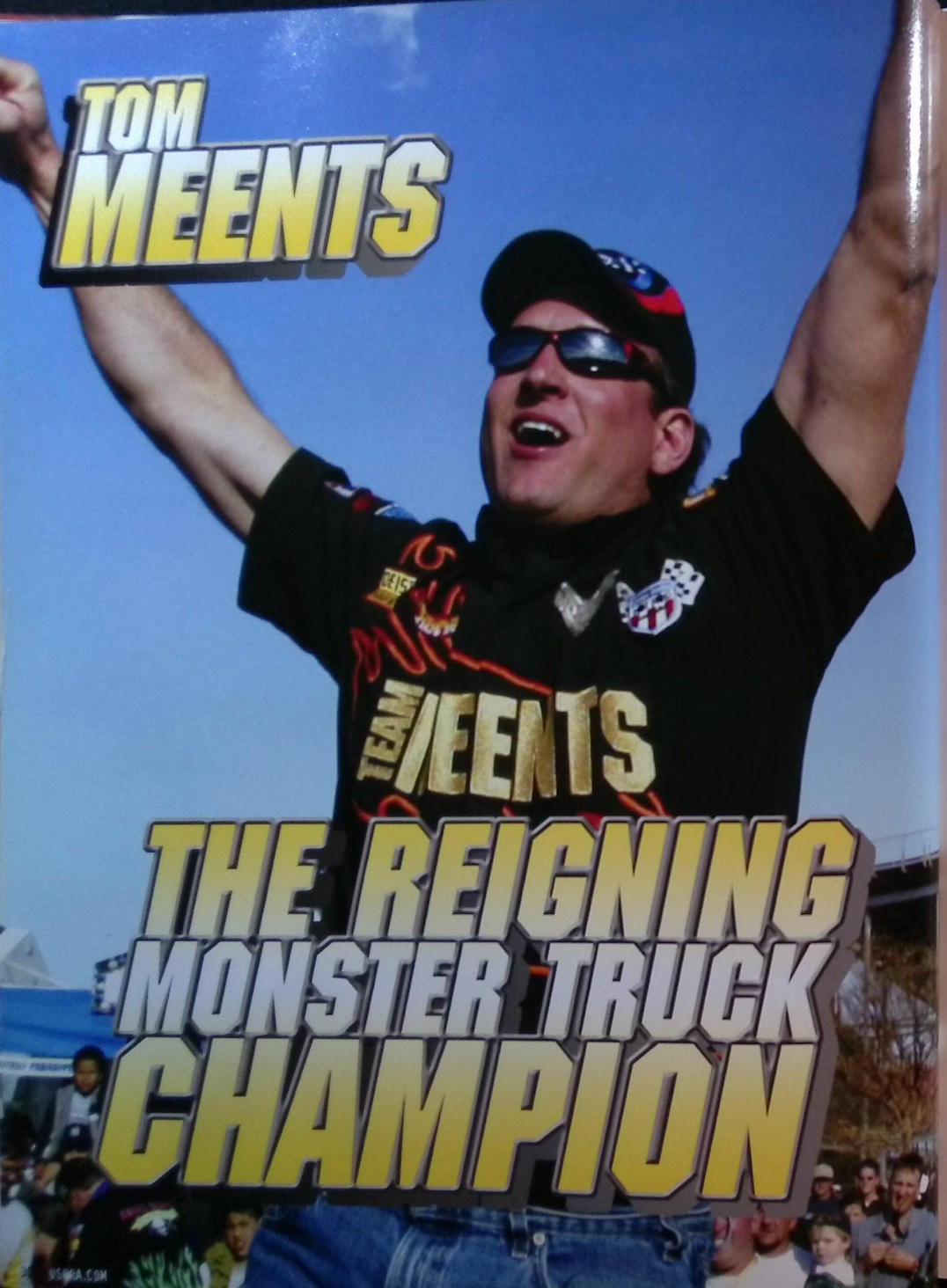

TOM MEENTS ENTERS HIS TENTH YEAR IN THE BUSINESS READY TO DEFEND HIS BACK-TO-BACK DOUBLE CHAMPIONSHIPS

A sign greets all those who enter the small farming town of Paxton, Ill., with this declaration: "Home of Tom Meents – 2000, 2001, and 2002 Monster Jam World Champion." The message is clear. Meents may have been born a champion. From his early days blasting through the mud pit to his current record-setting, back-to-back double championships, one thing has always seemed to follow in his path – success.

Meents grew up around motorcycles and mini-bikes. Because his father was a mechanic, Meents was always racing something around town. He began fixing up and lifting his first truck when he was 13 years old. Directly out of high school, Meents worked as a welder and then a mechanic for a car dealership.

In 1984, Meents helped his cousin build a monster truck with an investment of only about $2,000. They used it around the farm, and it was a far cry from the monsters of today. Most importantly, this first monster truck gave Meents experience commanding such a big machine. The truck sits in his yard today.

Soon after, Meents brought his daily driver to a mud bog after work one day. He won a few classes, and he was hooked. He decided to pursue his interest further by building a more competitive machine. His first mud-bogger was a '66 Mustang on a '66 Bronco frame with a 429 Cobra Jet engine. He named it the "Crazy Horse" and brought it to the 1986 Indianapolis Jamboree. The following year, he unveiled the first Shake Me mud dragster at a United States Hot Rod Association event in Oklahoma City.

"We didn't fare too well as I recall," said Meents of his first USHRA event, but he stuck with it. It wasn't long before he starting winning some high-profile events. One of Meents' favorite mud racing memories happened at the Pittsburgh Civic Arena in 1987. It was his first nationally televised show. Meents blasted through the mud pit and got sideways at the end, rolling over for the first time. Meents posted a time that held up for second place.

In the following years, Meents began winning with regularity. Fellow mud racer Paul Shafer began construction on his Mud Patrol's big cousin – the Monster Patrol monster truck. Shafer wanted to transition into monsters, but needed a dependable, competitive racer to take the reins of Mud Patrol. Shafer contacted Meents and offered to sponsor him to run a Mud Patrol body during the summer. Meents saw this as an offer he couldn't refuse and began the driving duties of the green and black Mud Patrol.

Shafer had immediate success with Monster Patrol and decided to build another truck. He needed a driver to take the seat of his first truck. Shafer turned to Meents, who again accepted his offer, and the rest became history.

Meents' monster truck debut

Meents made his monster truck debut on a summer evening at the Thompson Motor Speedway in Connecticut. Competing against the likes of Liquidator, U.F.O., Wildfire, and more, he advanced to the finals. Unfortunately, mechanical difficulties thwarted his opportunity to win the whole show. At the time, freestyle was in its infancy, and some promoters had just begun adding it to their shows. Meents raced on a circuit that did not include freestyle through his first year. So when he arrived at his first USHRA event as a monster truck driver at the Minneapolis Metrodome in 1994, Meents was inexperienced and outclassed when it came to freestyle.

"We went out and destroyed the truck. We got major air," Meents recalled. "We finished up with a smoky cyclone-style donut. The crowd went off, people were amazed. It was major league."

Though freestyle wasn't a scored competition yet, Meents started winning crowds over from coast to coast. He took to freestyle just as naturally as he took to the truck itself.

Monster Patrol had become famous for the giant wing that rested on the back of the truck. Owner Shafer claimed that the spoiler provided downforce that helped the truck fly through the air straighter and safer.

"I thought, 'There's got to be some way to utilize it,' " Meents said. "I was wiping the truck off one day in the garage and I thought that I could get up on it."

After that, Meents began to climb on the wing to "surf" and acknowledge his fans while the truck was still moving. Legendary track announcer Joe Lowe named it the "Wing Walk" after seeing it performed for the first time. It still remains as one of the most unique and creative ways for a driver to show support for his or her fans.

Feasting at the Truck Fest

In 1997, USHRA officials began plans for the largest monster truck event in history, the U.S. Truck Fest. It was held at the Charlotte Motor Speedway, and Meents was invited. A record 37 monsters showed up to compete, so USHRA officials split the trucks into two

"I WANTED THE FREESTYLE WIN OVER THE RACING WIN."

categories. 27 of the trucks competed in the Challenge class, while the 10 biggest and baddest monster trucks in the world competed in the Championship class. Meents was invited to compete in the Championship class against the likes of Grave Digger, Bigfoot, Bear Foot, Carolina Crusher, and others.

"I had won some events, some big ones," said Meents. "I beat Dennis Anderson, and I won the Astrodome show. Back then, that was all you could do."

But nothing compared to the competition assembled at the Charlotte Motor Speedway. Meents felt honored to compete with the best of the best.

"Those guys were so monumental," he said. "We needed those wins to break through."

And win he did. Meents captured the Friday night victory over Anderson's Grave Digger. Meents then reeled in a pair of runner-up finishes – to Bear Foot on Saturday and to Bigfoot on Sunday. Making it to the finals at all three races earned Meents the 1997 U.S. Truck Fest Championship.

Winning this landmark event earned Meents respect from his fellow competitors and also attracted a new fan base. Meents had hit the big time, but instead of celebrating victory, it was time for Meents to run harder and fly higher than ever before.

From Bulldozer to Goldberg

Meents' dominance continued through the remainder of the 1997 and 1998 season. But Meents wanted more. He wanted something fresh to bring his team to yet another level. After some family discussions a new deal was born. The following year on a chilly February night in Orlando, Fla., Meents debuted as Bulldozer.

Meents motored through the bracket that night in Orlando and met up with arch rival Anderson in the finals. He beat Anderson and claimed his first of many victories in the Bulldozer truck. Meents went nearly undefeated in the 1999 Monster Jam series.

At the same time, some World Championship Wrestling-themed monster trucks began to appear on the circuit. Several wrestlers had expressed interest in owning their own race teams. WCW wrestler Bill Goldberg was among the most interested, and he had some ambitious plans. He hand-selected Meents to design, build, and race a Goldberg monster truck for the 2000 season. After less than a year driving the Bulldozer, Meents and crew began construction for the monster of the millennium – Goldberg.

"We took ideas off of our other truck and applied it to Goldberg," Meents said.

With nearly six seasons of monster truck experience, Meents had learned what worked and what didn't and sought to employ all of his new tricks and ideas into the Goldberg project. Meents and crew worked overtime through the fall of 1999 to perfect the truck.

"It was New Years' Day, one week before the season started," Meents recalled. "We finished the truck and took it out around the house and thrashed on it. We had to make sure everything worked."

In front of a sold-out crowd at the Georgia Dome in Atlanta, Bill Goldberg introduced his Goldberg monster truck. As the paint was still drying, Goldberg watched Meents claim both of the evening's titles – in racing and freestyle, ending with a spectacular cartwheel-style rollover that netted a perfect 30 from the judges.

"Bill's main thing was to put an impression on people, every time," said Meents.

That was the Goldberg race team's philosophy: win, lose or draw, make sure that the fans always got their money's worth.

First-ever Monster Jam World Finals and beyond

The rest of the 2000 season went much the same. With the slogan "Who's Next?" sending a chilling message to his competitors, Meents claimed a title nearly everywhere the big, futuristic SUV raced. At the end of March, Meents and the other top trucks on the circuit assembled in Las Vegas for the first-ever Monster Jam World Finals. The event featured the longest, most challenging racing track and the largest, most intense freestyle obstacles anyone had ever seen.

"I had won all year. I knew I could do it, and it went real well," Meents said.

He eased through the bracket and faced Scott Hartsock's Gun Slinger in the finals. Meents won the race and ultimately won the 2000 Monster Jam racing championship. Only freestyle remained. A flat tire and bad bounce caused an early rollover in the middle of the track. On this night, Meents had to settle for one championship.

2001 picked up where 2000 left off for the Goldberg team: at the top. After another dominant season, Meents qualified for the field at the World Finals II. He claimed his second consecutive racing championship by beating Lyle Hancock's Blue Thunder in the finals.

MEENTS MUSEUM

Meents does his famous roof walk on Monster Patrol.

Tom, in Bulldozer, soars over the cars in Orlando.

Tom gives the fans his patented '#1' in Goldberg.

Tom won his second double championship in Team Meents.

"IT'S GOING TO BE ANOTHER DECADE OF DESTRUCTION."

"I didn't take a second to celebrate the racing win before freestyle," Meents said. "I wanted the freestyle win over the racing win."

His strategy worked. A calm, collected Meents won his first Freestyle World Championship. He became the first monster truck driver in history to claim both the Racing and Freestyle Championships. At the end of the 2001 season, after two successful years, Goldberg and Meents parted ways. Goldberg still remains supportive of Meents' racing operation, and the two are good friends.

Team Meents is a family affair

Meents now needed a new name and image. He felt that the "Team Meents" name would be the easiest to identify with and also the most meaningful for his family, crew, and fans.

"It's always been Team Meents," he said. "My dad has always had a big part in my racing, my wife does the books, and my daughter, Hannah, supports me."

The Team Meents truck debuted in December 2001 at the Metrodome in Minneapolis. Meents swept the racing portion of the evening's program in traditional fashion and proved to the Monster Jam community that he would be for real in 2002.

As another successful year came to a close, Meents went into the World Finals III as a favorite to repeat as both the racing and freestyle champion. He set the tone for the weekend by clinching the top qualifying spot. Meents systematically moved through the bracket and defeated Jim Creten's Bounty Hunter to claim his third straight racing championship. Meents brought the crowd to its feet and clinched his second straight freestyle championship by one point over Dennis Anderson.

"For the last two years, I haven't played the slots or a craps table in Vegas," Meents said. "My luck is at the race track."

Meents looks to the future

Meents has had little rest since the big win in March 2002. Meents and crew toured the Western states directly after Las Vegas, competing in about 40 events last year.

What is left for a three-time and defending world champion?

"2003 will mark 10 years that I've been in this business," Meents said. "It's going to be another decade of destruction."

GOLD TO PLATINUM

The three time World Champion is looking for continued wins in Maximum Destruction.

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MEET THE MASTERS OF DIRT

THE JOB MAY BE GRUELING AND UNGLAMOROUS, BUT THE 'WEEKEND WARRIORS' OF THE USHRA ARE MASTERMINDS OF TRACK BUILDING AND DESIGN

Few monster truck fans left Edison International Field after Grave Digger turned over and scored a perfect 50 in freestyle competition. Charged and still cheering, fans watched as the Dirt Wurx crew worked diligently to bring Digger back to its feet with a bulldozer. After several attempts, the fans erupted when their beloved hero returned to its four-wheel base. It was a rare moment of appreciation for the oft-unseen Masters of Dirt.

Rich Winkler, the founder of Dirt Wurx, has more than a decade of track construction under his belt. Not only does he work on Monster Jam tracks, he is also one of the masterminds behind the THQ World Supercross GP Series racetracks. Winkler actually was a pro-rider in his college days and in the late '80s he was asked to join the "dirt world."

"We started out only constructing four to six tracks a season, and it grew from there," he said. "Today we help in the construction of 10 Monster Jam events a season and 15 supercross events."

"The hardest part of this job is coordinating all the different crews who are working to get the dirt in, the track constructed and then getting the dirt out," said Clear Channel Entertainment-Motor Sports' Lenny Fuller, Senior Director of Operations for Track Construction.

Fuller is responsible for the task of coordinating 60 to 100 project managers and more than 100 pieces of equipment in one weekend. CCE-MS hires several dirt contractors a season. Dirt Wurx is only one of those companies.

"It all began nine years ago," said Gary Miller. "The local dirt operator messed up his dates and went on vacation to Florida on the weekend of the New Haven, Conn., event. Lenny Fuller, who at the time owned Pro Track, called me to come out and work. I guess he liked my work because he asked me to join the Pro Track team."

Miller now owns and operates his own contracting team, Pro Track II, Inc. The team assists the United States Hot Rod Association (USHRA) in the construction of its dirt playing fields.

Along with Dirt Wurx and Pro Track II, Randy Spraggins and his Special T-Tracks crew also help get the job done. Spraggins, who owns and operates Special T-Tracks, recalled his start in the world of track construction.

"I worked for an equipment rental company in Houston, Texas," he said. "When the show came to the Astrodome, a friend and longtime customer called me to come help him out. It was all down hill from there."

Spraggins now boasts of 17 years of track construction experience.

"I love it," he said. "It's definitely something that you have to love to keep doing."

COURSE BUILDING AND DESIGN

Now that you've learned a little about the men behind the scenes, let's take a closer look at the grueling and unglamorous world of course building and design. Along with the USHRA operations crew, these masterminds of dirt work outrageous shifts, perform miraculous acts of problem-solving, and do the majority of their best work in front of thousands of empty seats. Through winter and early spring, these contractors and their crews will work 18 to 27 hours at a time, spread between as many as 15 shows throughout the country.

To truly understand just how much work goes into preparing a Monster Jam track, you have to start well before the dirt contractor arrives at the venue. CCE-MS and the USHRA provide the contractor with a track design far in advance of the event.

Dan Allen, USHRA Director of Operations, acts as the organization's design specialist, both for the racing portion and the freestyle competition.

"There are a lot of factors we consider," Allen explained. "A lot depends on the track dimensions. We have to provide enough space for a shutdown (of a monster truck). We also want the highest amount of speed while keeping it safe. USHRA considers the turning radius of theses trucks and tires to give them a 60- to-80 foot radius around turning poles."

Besides being the brainchild behind bringing ice cream trucks and other unusual obstacles into the Monster Jam realm two years ago, Allen recently designed an entirely new kind of track called a J-hook.

With the design in hand, the first major concern for the dirt guys, of course, is the dirt. Most venues exist far enough away from downtown areas to allow a local site for year-round dirt storage. However, places such as the RCA Dome (Indianapolis) and the Metrodome (Minneapolis) require USHRA and dirt contractors to find new sources every year.

Venues with concrete floors only require a pad of dirt to allow for stakes and paint outlines of the course, but natural terrain fields require protection.

"We use plastic and then a layer of plywood," Winkler said.

"The plywood is not supplied by the building. Either USHRA or we source it somewhere and hope to make an arrangement to buy and resell it. Plywood is very expensive. The floor in Anaheim takes about 9,000 sheets."

WANTED: CARS TO CRUSH

Once they have prepared to cover the floor and obtained the dirt, Monster Jam shows also need another local resource that grows more scarce by the day – full-size, heavy, metal cars.

"In the early days of monster trucks, when the trucks would just creep up and crush the cars, it really didn't matter what size they (the cars) were because all the trucks were doing was smashing them," Fuller said. "But now they're getting huge air, and the takeoff has to be consistent. If you have a car that's barely as wide as the wheel base, you're in trouble if the car is tilted on the landing."

"The cars from the '70s and early '80s are the best," Miller added. "We use local junkyards, usually, but it's getting harder to find the good cars to crush. Maybe we just crushed them all."

With the basics covered, everyone can begin to get some grit under their fingernails. For a Saturday event, the crew measures out the course, places stakes for the obstacles and begins importing dirt on Tuesday. Venue sizes vary, but it's not uncommon for dump trucks to take more than 200 trips when delivering the dirt. A crew between two and eight men utilizes two bulldozers, two bucket-loaders for construction, as well as a small machine such as a Bobcat or skid loader to provide dress-up and maintenance.

Barring problems, the dirt contractor completes the track by Friday.

"We work along with the USHRA and CCE-MS," Spraggins said. "Friday should be the day where they improve the aesthetics of the track, paint the cars, hang up banners and check over the track."

Occasionally problems do arise that the dirt contractors must deal with. Unacceptable dirt arriving from a new vendor creates a situation that involves a desperate rush to find acceptable soil or manipulate the soil to make it useable.

"If the dirt is too wet, we have to add lime to dry it out," Fuller explained. "We may dig 35 feet into the ground just to get below the frost line. Weather can make or break us in an outdoor stadium."

Dirt that's too dry can also cause problems.

"When the dirt is too dry, the material doesn't want to adhere, and it's hard to build a ramp that won't disintegrate," Spraggins said. "We handle that by watering it down and packing the dirt."

Showtime doesn't represent a period of lower stress, either. "A lot of stuff that the crowd loves is usually a nightmare for track builders and the promoter," said Sharry Rumrill, the only female dirt contractor on the USHRA circuit.

TIME TO CLEAN IT UP

Remember the mess that Grave Digger made during his freestyle? Or Reptoid's rollover? Or Avenger's end-over-end cartwheel in New Orleans? Guess who gets to put back the pieces? The dirt operators manicure the track throughout the event and are forced to watch all the damage they must clean up in a few short hours. Depending on the situation, they can usually clean up everything completely in about eight hours.

That final cleanup usually goes on through the night, unless CCE-MS needs the dirt the following weekend for another event (Anaheim is dominated by Monster Jam and Supercross throughout the month of January). After the USHRA officials have gone home, the dirt crew is left with the reality that, as soon as this mess has been handled, they will be on the road to another town – all in the name of Monster Jam excitement.

When asked what keeps them going, most of Winkler's men talk about their love of motor sports and express the pride they have in both the job they do and the happiness these events bring fans. Other contractors are in it for more than just the sheer excitement.

"I admit that the different challenges that arise help to keep me going. I've been called an adrenaline junkie by close friends," Spraggins said. "But I know that I would not be able to do what I do with out the strength of my wife."

Hats off to the "Weekend Warriors" who are always the first to get there and last to leave.

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Everyone is a Winner at Karl Malone's Power Jam

Delta Center hosts charity event in conjunction with USHRA Monster Trucks

Utah Jazz all-star power forward Karl Malone and his foundation – The Karl Malone Foundation For Kids – held a Power Jam monster truck show in conjunction with the United States Hot Rod Association at the Delta Center in Salt Lake City on June 29, 2002. All proceeds of the event benefited Malone's charitable organization.

Ultimate monster truck driver Dennis Anderson and monster trucks Grave Digger, Madusa, Spider-Man and Power Forward helped raise the roof of the arena for the charity.

A Celebrity Driving School, Gala Auction Dinner and a VIP Luncheon at Malone's house were some of the events the foundation and the USHRA organized to pack the weekend full of activities.

The driving school featured a very special guest – Andrew Ritter, of Charlotte, N.C., who submitted the winning bid on Ebay.com, Inc., to drive a monster truck. Ritter also attended the Hawaiian-themed Gala Dinner on Friday night as the guest of both the foundation and Clear Channel Entertainment – Motor Sports, the VIP luncheon at Malone's house on Saturday afternoon and was an honorary track official at the Power Jam event on Saturday night.

The Power Jam opened with a two-hour autograph session that included an all-star lineup. Malone called in a few favors. In addition to himself, Anderson, Madusa, Bobby "Z" (driving Spider-Man) and Chad Fortune, Malone asked wrestlers Diamond Dallas Page and Kimberly, and NBA stars John Starks and Isaac Austin to participate in the pre-event autograph session.

As the house lights went dark and the trucks entered the arena, Power Forward and Grave Digger performed side-by-side wheelies over the crush cars – a "Foundation Photo Moment." Not until the trucks landed did the audience realize that Malone himself piloted the awesome beast known as Power Forward. That brought the crowd to its feet.

Malone said it had been a dream of his to drive a monster truck and thanked Clear Channel Entertainment – Motor Sports, the USHRA and CCE-MS Senior Director of Operations Mike Wales for making his dream a reality. Malone then tipped off the racing portion of the Power Jam.

The Power Jam Event

The Power Jam event featured a double-elimination format for the monster trucks to reach the racing finals, meaning that each truck had to lose twice to be eliminated from racing competition. The finals featured Power Forward, driven by Fortune, versus Grave Digger, driven by Anderson. Anderson snatched the win from Fortune and the show moved on to the freestyle competition.

In monster truck freestyle competition, drivers are judged on a scale of 1 to 10 by three judges. The individual scores are then added together making a possible total score of 30. The drivers are judged on categories such as "number of course obstacles used" to originality and appearance.

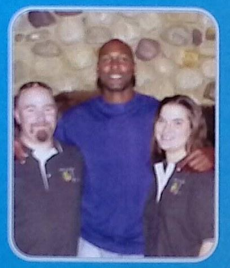
Two additional trucks, Blue Thunder and Inferno, joined the line-up for the freestyle portion of the event. Madusa scored a perfect 30 when she rolled her truck at the end of her run. But Anderson in Grave Digger had a spectacular "Dennis-style" freestyle performance using every inch of the track and every obstacle. He tied Madusa's score, entertained the crowd throughout his run and earned the overall victory of the event.

The evening of monster truck competition ended with an autograph signing.

"That lasted until every person who wanted an autograph got an autograph," said Michael Ferrazza, senior director of marketing for Clear Channel Entertainment – Motor Sports. Everyone appeared to have come away from this event a winner.

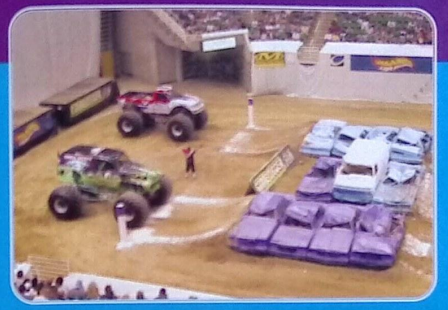
For more information about the Karl Malone Foundation For Kids, please contact Lori Rupp, executive director, at (801) 944-4032.

The Karl Malone Foundation for Kids often provides assistance to children with special needs.



Left: Karl Malone addresses the Power Jam crowd. Right: Malone poses with 2 Foundation workers at the VIP Luncheon at his home in Salt Lake City

Authentic Hawaiian dancers entertain the crowd at the Hawaiian themed dinner.



Grave Digger and Madusa face off in racing competition at the Power Jam event.

Left: Karl Malone wows the crowd by driving the Power Forward truck. Right: Madusa signs an autograph for an excited fan after the event.

Monster Jam Fan Wins the Drive of His Life

Andrew Ritter, 36, of Charlotte, N.C., won the drive of his life by submitting the highest bid on Ebay. In conjunction with the Karl Malone Power Jam at Salt Lake City's Delta Center, Clear Channel Entertainment – Motor Sports donated a "Monster Truck Driving Experience" at the Celebrity Driving School to help raise additional funds for the Karl Malone Foundation For Kids.

As part of the Driving School, and to increase awareness of both the charity Power Jam and the foundation, the Motor Sports division of Clear Channel donated the "Monster Truck Driving Experience" on Ebay.com with a reserve bid of $500.

"He did pretty good behind the wheel," said Mike Wales, Senior Director of Operations for Clear Channel. "I had to shut him off right away, though. I told him to just take it nice and slow." Wales was referring to the Remote Ignition Interrupter (RII) installed on all USHRA monster trucks.

Ritter said he thoroughly enjoyed his experience.

Stories from the Road

Destroyer - Dan Evans

"One year I went to a show in Minneapolis in November with a brand new body on the truck – a tuff body – it was only 3 days old. On the first run I must have 'rocked um' over the crush cars because I flipped the truck right on the top of the body. Brand new body – trashed on one run."

Sudden Impact - John Seasock

"I remember one year we were racing for the win against Todd Frolick who was driving Monster Patrol - I don't know if he clipped me or if I knocked him – but he ended up going over and I even though it meant losing the race I stopped to make sure that he was okay. After the race my son came up to me and said, 'That was cool, Dad.' I didn't really care about anything else right then – everything was worth it for that moment. Sometimes racing isn't always about winning. Sometimes it's about doing the right thing."

"I was coming back from a show in Louisiana – I can't remember if it was Lafayette or Monroe. I ended up needing some work done on the trailer in the middle of nowhere, Louisiana. These guys directed me out to a shop way the heck out on country roads – I had to get a policeman to help me get there – but I finally found it.

I get there, the guys start to do the work, and a storm moves in. Turns out it's part of a hurricane swinging up from the gulf. The guys working on the truck split – they say, 'we gotta get,' leaving me there with the trailer half apart with a hurricane on the way. I'm from up north. I've never been in a hurricane. The safest place I could think of was the monster truck. So, I climbed in the back of the trailer and strapped myself into the monster truck and held on for dear life. I called my partner, Andy Silfko, just to let him know where I was … just in case."

L'il Miss Dangerous - Jocelyn Perrin

"The traveling on the road in the semi gives us a good chance to spend some family time together. We [Jeff & I] have a daughter that's going to be four, her name is Cassie, and I'm pregnant – with number two – but one of the great things that comes out of all the traveling that we do is all the time that we get to spend together. Even our dog Jake comes with us. When we come to a show now people always ask, 'Where's Cassie; where's Jake?'"

Tuff E' Nuff - Sterling Littlejohn

"One of those things that's always fun is playing with the event promotion managers and the security guards when they escort you onto the concourse for autograph signings. Sometimes we hide in the hallways from them after they do a headcount just to make them laugh. They started out with 6 of us and now there's only 3 when they turn around."

"Teamwork is everywhere in monster truck racing. If you need help – it's always there for you. I was in Lafayette, LA, once, and my transmission went bad and Pablo Huffaker stepped in to help me put it back together. Another time I was in Kansas City and we blew a motor, and a bunch of track guys and the other monster truck drivers stayed late into the night to help me get it put back together again."

Cyborg - Jack Koberna

"This year in Houston I got to jump the school bus. I swear I hung there upside-down for ten minutes before people came and got me out – I am sure it wasn't nearly that long – but the top of a monster truck is awfully far away when you are hanging upside like Batman in his Bat-cave. I was pretty hot at the time, but I guess it was pretty funny."

Predator - Allen Pezo

"We [my family and I] were at Cedar Point Amusement Park once – no truck, no hauler, no t-shirts, no – nothin' and sure enough people recognized me standing in line. I couldn't believe that someone could recognize me just standing in line like that."

Avenger - Jim Koehler

"When we first switched to the '57 Chevy Belair body, me and everyone on my crew worked really hard to keep it a big secret. We ran the regular truck body in Atlanta and then made the new '57 Chevy body a big surprise in Indianapolis. I told everyone I had a big surprise for them that weekend and I joked with them that it was my new haircut, I said, 'Look, see, I got my haircut.'"

"Last year when we did the Orlando show I wanted to take the family to Disneyworld, but I needed a place to leave the truck for a few days. This guy I'd met – Chuck from Chuck's Trucks let me park my semi in his warehouse – this is right after I'd put the '57 Chevy body on my truck – I was really worried – this was a scary neighborhood. The whole time we were at Disney – 3 days – I kept thinking I was going to come back to a stripped truck and hauler – but I didn't – it was perfect. Thanks, Chuck!"

Inferno - Kathy Winston

"We went to Paris for the MOTORSHOW at the Stade de France. On the way to customs from the plane in the Paris airport, I realized I couldn't find my passport. I checked my bags twice and I still couldn't find it. I ran back to the gate to search the plane because I had thought maybe I had dropped it when I was putting it away. It wasn't on the plane. There was nothing left to do but throw myself on the mercy of the police. I decided to stop and tell my husband what was going on - and while I was there I checked his briefcase and luckily, my passport was there! I stuck it in a pocket where he didn't think to look."

Grave Digger - Pablo & Tina Huffaker

"Pablo & I were repairing Digger 10 in Portland. It was about 2:30 AM and we were both tired. We had to change a transmission and make other repairs. We were wrapping everything up about ready to call it a night. I lost my grip on a quart of transmission fluid and at the same time Pablo accidentally pulled a coolant line loose. We stood there "growling" at each other -- Pablo with transmission fluid dripping from his face, me with coolant dripping from mine."

"We were driving in Arizona and the weather was getting warmer as we were going west. We pulled into a truck stop for fuel. I get out of the tractor and went into the trailer's lounge to change into shorts. Pablo must not have heard me say I was doing that. He shut and locked the trailer door, got into the tractor, parked it and went in to pay. He assumed I am somewhere in the truck stop and walked around looking for me. It took him about 15 minutes to realize were I actually was. Meanwhile, I was getting concerned because the generator on the rig was down, and I had no air conditioning. I couldn't keep a straight face as he slowly opened the door and peaked in expecting me to be mad as a coon."

PARIS Invaded by MONSTERS!

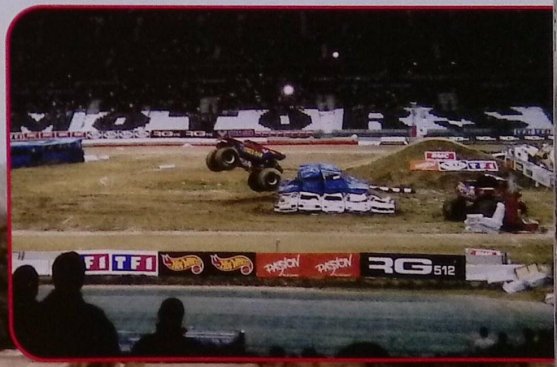
The cover of the "Stade de France MOTORSHOW" program.

It's happened: The United States Hot Rod Association monster trucks have begun to invade the rest of the world! On Oct. 19, 2002, the first-ever USHRA Monster Jam took place in Paris, France, at the Stade de France.

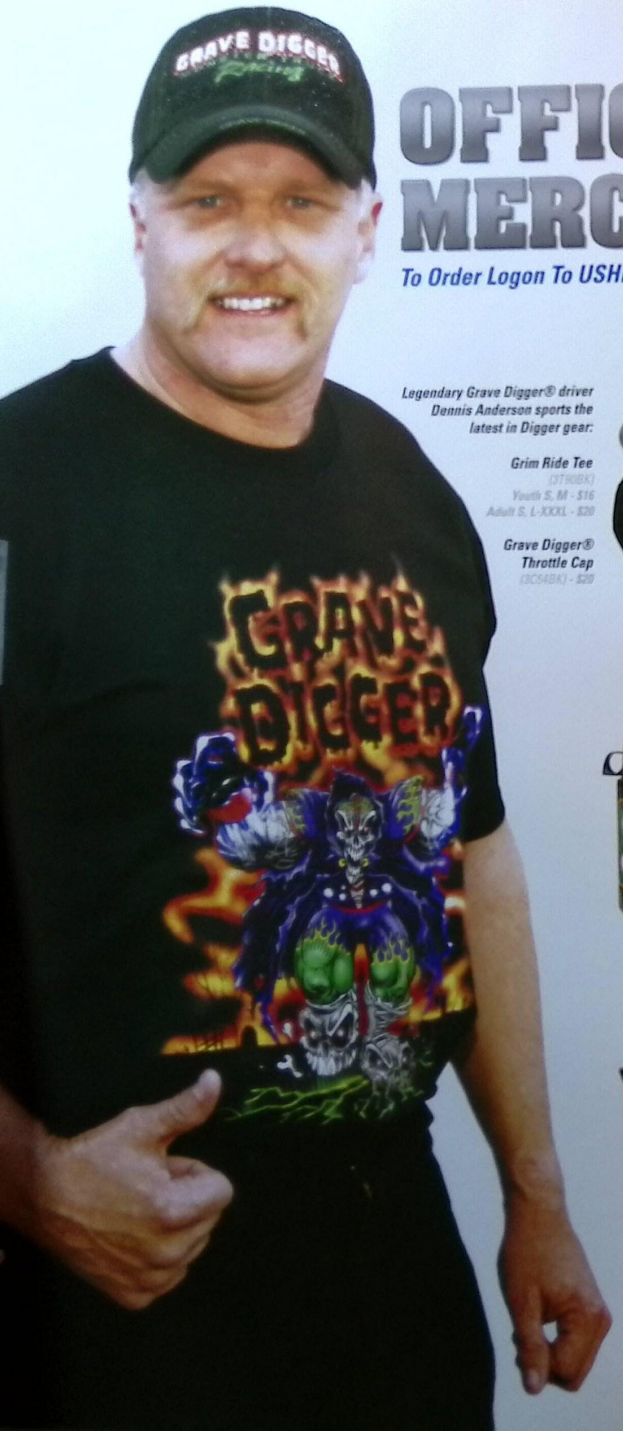
The Stade de France became world famous for hosting World Cup soccer tournament games in 1998. But in October 2002, it was host to six of the biggest names in monster truck racing, including Grave Digger, Radical Rescue, Madusa, Inferno, Spider-Man, and Blue Thunder. Along with these monsters were freestyle motocross, jet dragsters, and oval dirt track motorcycles in the motorsports spectacular.

Spider-Man edged out Blue Thunder in the final of the Chicago-style roundy-round racing format. Freestyle was a different story. For the first time ever in Monster Jam history, a noise decibel was used to determine the winner. After all the freestyle runs, the drivers lined up on the track and the crowd participated in an applause rating. Coming in second with a rating of 103.1 decibels was Kathy Winston in Inferno, and placing first in freestyle was Madusa with an ear-shattering 106.2 decibels. To cap off a night of firsts, it was the first-ever 1-2 female finish in Monster Jam history.

Many are saying that the Paris Monster Jam was a must-see event that ranks right up with the Las Vegas Finals. The groundwork has now been paved. Will Monster Jam continue to invade the rest of the world? Only time will tell!



Clockwise from top right:
The Stade de France, home of Paris' first ever Monster Jam; Inferno rests precariously on a van after an amazing freestyle performance by Kathy Winston; The Spider-Man monster truck in action; Madusa signs autographs for her French fans.



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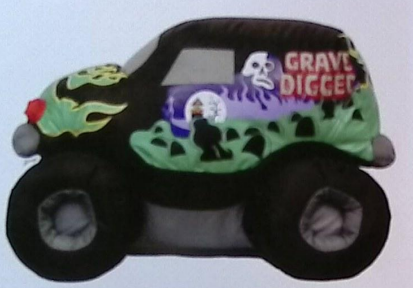

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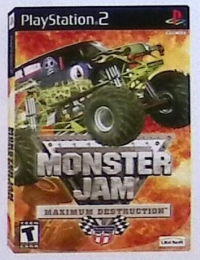

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(3T70BK)
Youth S, M - $16
Adult S, L-XXL - $20

Avenger™ '57 Tee
(3T91BK)
Youth S, M - $16
Adult S, L-XXL - $20

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May 13–18 • Fox Theatre, Atlanta
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United States Hot Rod Association

From tractor pulling to monster truck racing, the USHRA continues to innovate

What began as a Truck and Tractor Pulling sanctioning body in 1978 is now the world's largest Monster Truck and Motor Sports sanctioning body in the world.

The United States Hot Rod Association had humble beginnings over two decades ago, sanctioning pulling events across the nation. These events originated years ago as pure fun and games for farmers. The premise was simple: hook up the same amount of weight to two different tractors and see which man could pull it the farthest.

Over time, these challenges became more intense, and were brought out of the fields and into the realm of organized sport. A sanctioning body was needed to define and enforce the rules, and the USHRA fit the bill perfectly.

As the venues became larger and the sport grew in popularity, more events were added to the pulling shows. Motorcycles, ATV's, thrills, mud bogging, and Monster Truck exhibitions were an enhancement to the pulling portion, and they all needed a sanctioning body as well. The USHRA once again stepped up to the plate and provided guidance, set specifications, defined rules, and policed safety guidelines for everything in the show, from beginning to end.

Then in 1984, Monster Truck racing took a quantum leap forward under the guidance of the USHRA – for the first time ever, two Monster Trucks lined up side by side and raced head to head. Up until this point, Monsters usually just crushed cars in an exhibition portion of the show. This was immensely popular with fans, and in 1988 the USHRA sanctioned the very first Monster Truck racing series. Monster Truck racing was evolving rapidly.

And with the evolution came more strict guidelines for the Trucks – like rules governing engine size, weight, height, tire size, truck safety, and the like. This leveled the playing field between the trucks and kept the competition on an even keel. Perhaps even more important, the USHRA was also called upon to come up with strict safety guidelines enforced to protect both the racers and the fans. Innovations like the remote ignition interrupter and using the first number of rows in a venue as a safety hold were just a few of the results.

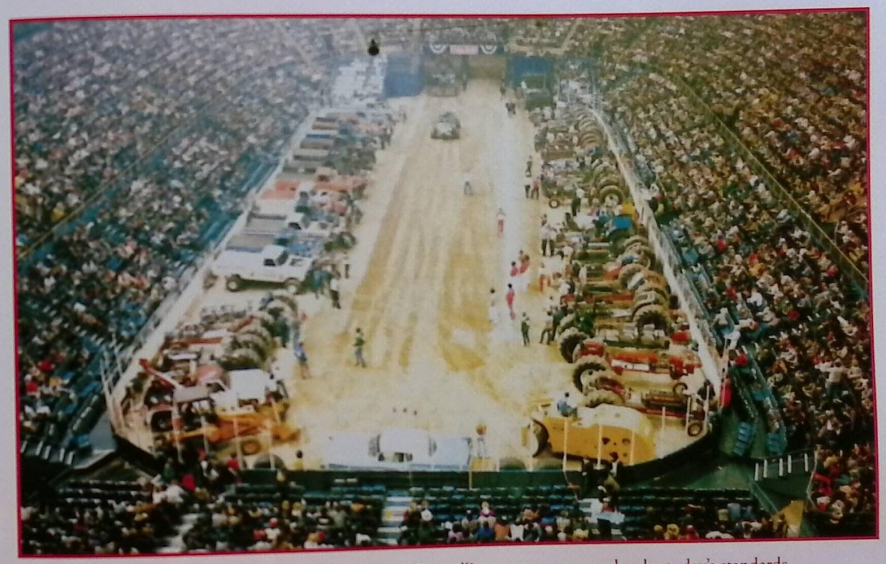
Track design also falls under the guidance of the USHRA, since the tracks themselves are becoming more complex as years go by. In the early days, the USHRA ran simple side-by-side drag style races. Now, the typical track design includes hairpin turns, smaller jumps in addition to larger ones, more crush cars, and other harrowing obstacles.

Today, The United States Hot Rod Association is still running stronger than ever. The rules continue to evolve to allow greater competition, and safety measures are constantly reviewed and revised. This is no more evident than at the Monster Jam World Finals, the USHRA's marquee Monster Truck event, held annually in Las Vegas. From the aggressive track design, to the huge number of trucks invited, to the intense pre-qualifying before the finals, all resources of the USHRA are used to their fullest degree. The USHRA also continues to oversee all competition involved in any given event, whether it's Monster Trucks, quads, mud racing, or anything else that will race that day.

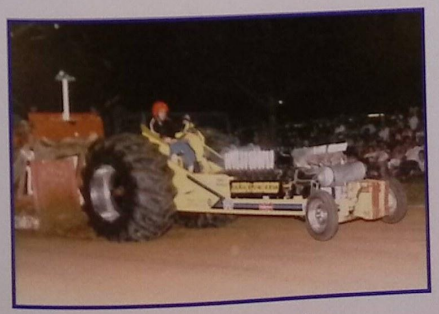
All though it's been in existence for only a little over two decades, today's USHRA seems to be light years from where it began… and the sky's the limit for where it will go from here.

Monster truck air, mid-1980's style!

Classic mud bogging action!



A marquee event in the late 80's, this USHRA pulling event seems modest by today's standards.

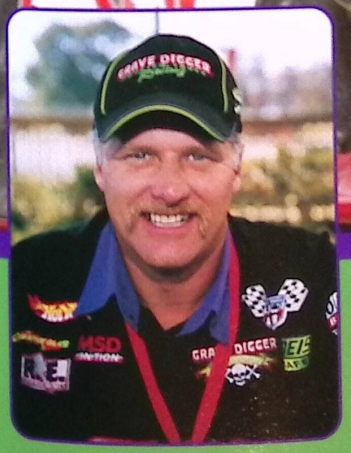


It all began with tractor pulling.

A classic 'old school' car crush!

GRAVE DIGGER
MONSTER TRUCK Racing

HOMETOWN: KILL DEVIL HILLS, NC
BODY TYPE: 1950 CHEVY PANEL TRUCK



DENNIS ANDERSON

ROD SCHMIDT

PAUL "PABLO" HUFFAKER

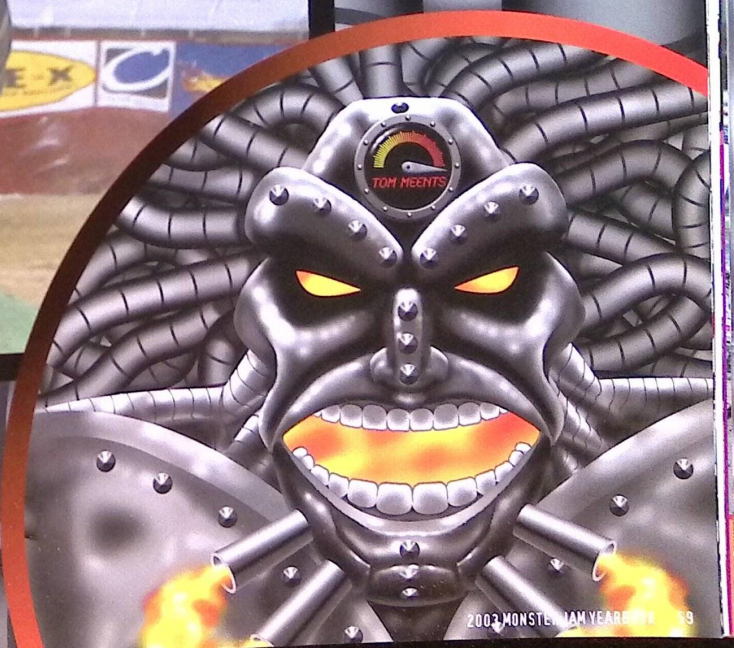
GARY PORTER

SCOTT PONTBRIAND

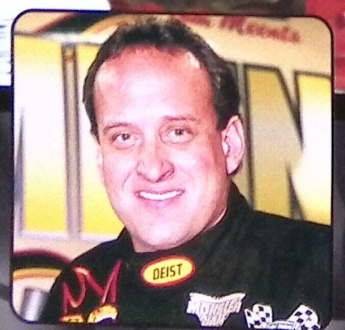
RANDY BROWN

CHARLIE PAUKEN

MAXIMUM DESTRUCTION



TOM MEENTS
3 TIME WORLD CHAMPION



DRIVERS: TOM MEENTS, NEIL ELLIOTT
HOMETOWN: PAXTON, IL
BODY TYPE: FUTURISTIC SUV

AVENGER

AVENGER

DRIVER: JIM KOEHLER HOMETOWN: COLUMBUS, MI

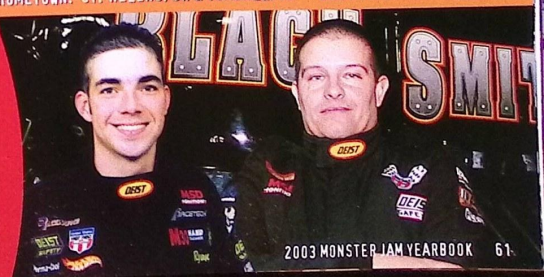
BODY TYPE: 1957 CHEVY

BLACKSMITH

BLACKSMITH

DRIVERS: RYAN HUFFAKER, NORM MILLER

HOMETOWN: ST. HELENS, OR & TOMBALL, TX BODY TYPE: 1941 WILLY



Black Stallion

Black Stallion

DRIVER: MIKE VATERS HOMETOWN: HAGERSTOWN, MD

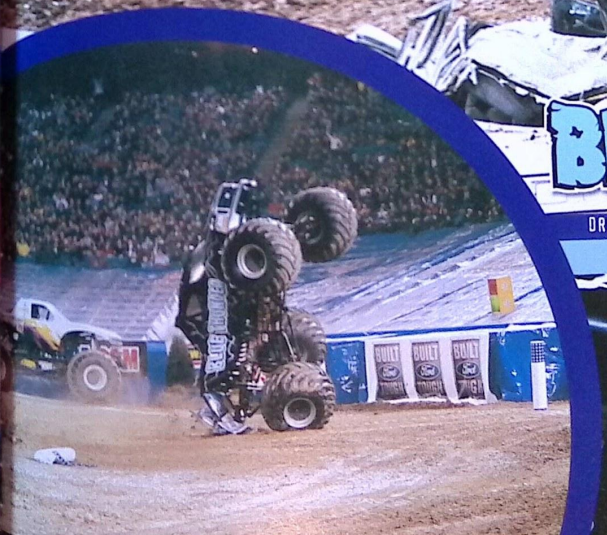
BODY TYPE: 2002 FORD F-150

BLUE THUNDER

BLUE THUNDER

DRIVERS: LYLE HANCOCK, TONY FARRELL HOMETOWN: BARCO, NC &

NORTH VERNON, IN BODY TYPE: 2001 FORD SUPER DUTY

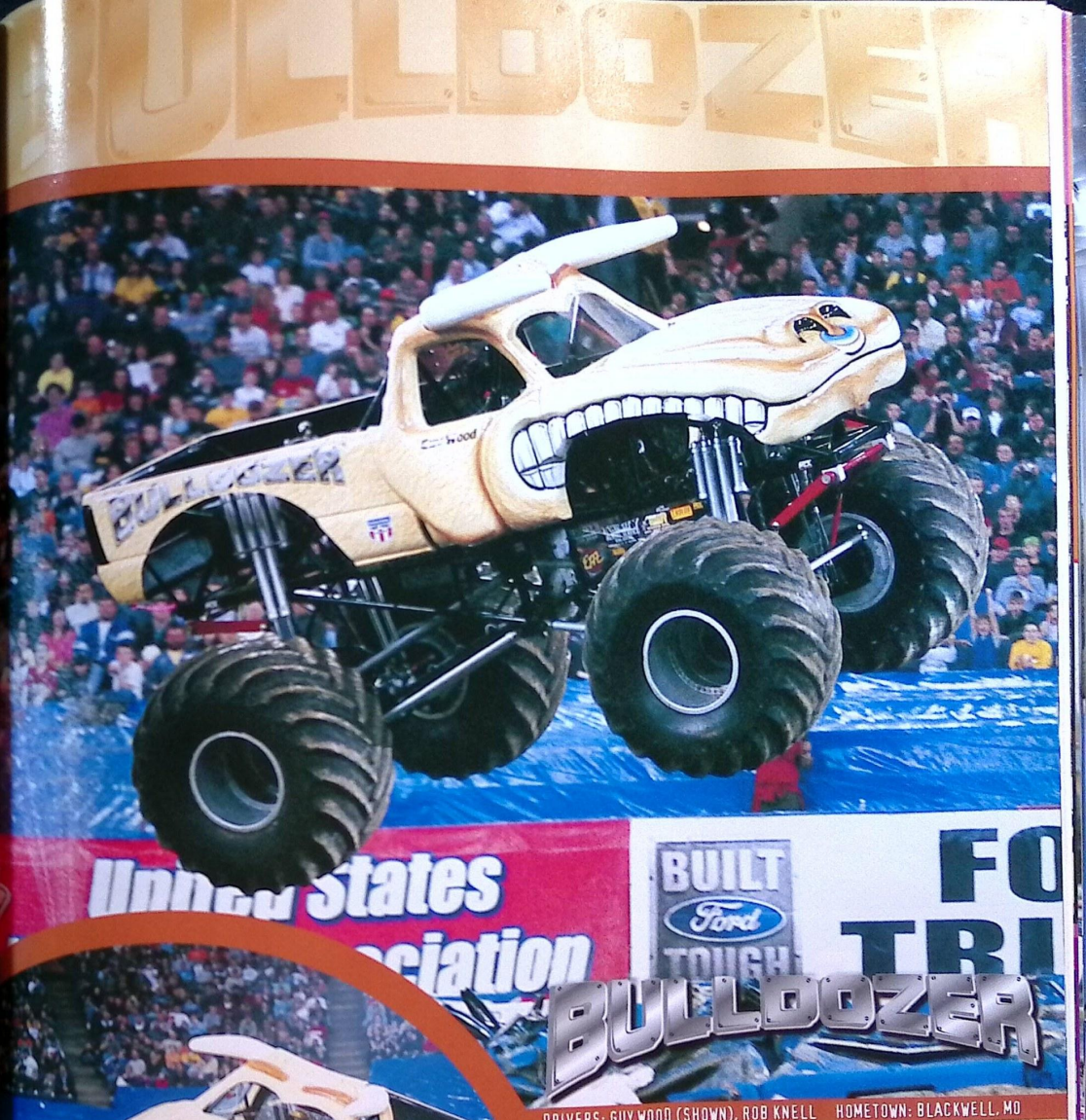


BOUNTY HUNTER

DRIVER: JIM CRETEN HOMETOWN: TONGANOXIE, KS

BODY TYPE: 2001 FORD EXPEDITION

BULLDOZER



DRIVERS: GUY WOOD (SHOWN), ROB KNELL & PAXTON, IL HOMETOWN: BLACKWELL, MO

BODY TYPE: 2001 CUSTOM BULL

GUN SLINGER

GUN SLINGER™

DRIVER: SCOTT HARTSOCK HOMETOWN: OLDSMAR, FL

BODY TYPE: 1997 FORD F-150

HIGH ROLLER

HIGH ROLLER

DRIVER: PHIL FOSTER HOMETOWN: PAXTON, IL

BODY TYPE: 1999 FORD SUPERDUTY

QuadSport Z400

HOT

Race-track proven, liquid-cooled, DOHC, four-valve powerplant cradled in a rigid, high-tensile, steel-alloy frame.

Long-travel front and rear suspension, aluminum-alloy swingarm and detachable subframe.

Reverse.

If all this sounds hot to you, then you definitely know what's cool.

CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. Suzuki engineered the LT-Z400 for experienced riders. Suzuki QuadRunner® ATVs may be used only by those aged 16 and older. Suzuki highly recommends that all ATV riders take a training course. We'll even pay for it. For safety and training course information, see your dealer or call the SVIA at 1-800-852-5344. ATVs can be hazardous to operate. For your safety, always wear a helmet, eye protection and protective clothing. Always avoid paved surfaces. Never ride on public roads. Never carry passengers or engage in stunt riding. Riding and alcohol or other drugs don't mix. Avoid excessive speeds. Be extra careful on difficult terrain. Along with concerned conservationists everywhere, Suzuki urges you to "Tread Lightly" on public and private land. ©2002 American Suzuki Motor Corporation.

COOL

Professional riders with advanced skills shown.

SUZUKI
www.suzuki.com

MADUSA

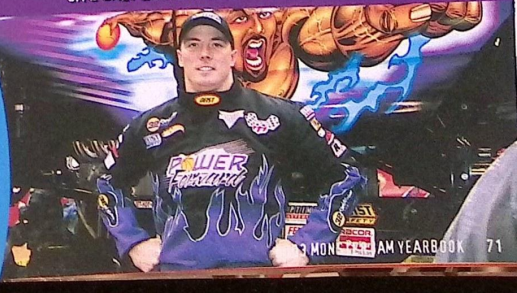
MADUSA

DRIVER: MADUSA HOMETOWN: TAMPA, FL
BODY TYPE: 2000 FORD F-150

POWER FORWARD

POWER Forward

DRIVERS: CHAD FORTUNE (SHOWN), KARL MALONE HOMETOWN: ATLANTA, GA & SALT LAKE CITY, UT BODY TYPE: 2002 FORD F-150



PREDATOR

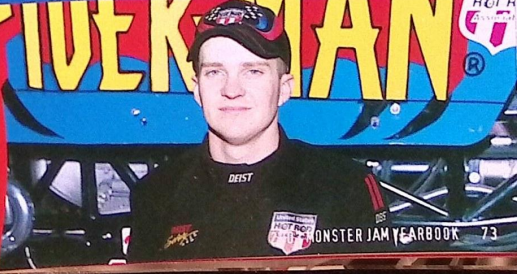
PREDATOR

DRIVER: ALLEN PEZO HOMETOWN: BRENTWOOD, TN
BODY TYPE: 2002 CHEVY CONCEPT BODY

SPIDER-MAN

SPIDER-MAN

DRIVERS: BRANDON HARRINGTON (SHOWN), BOBBY Z
HOMETOWN: NEW YORK, NY BODY TYPE: 1963 CHEETAH



SUDDEN IMPACT

DRIVER: JOHN SEASOCK HOMETOWN: FRACKVILLE, PA

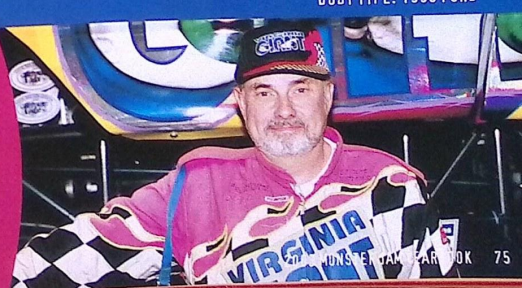
BODY TYPE: 1999 FORD SUPER DUTY

VIRGINIA GIANT

THUNDER NATIONALS 2002 CHAMPION

DRIVER: DIEHL WILSON HOMETOWN: WINCHESTER, VA

BODY TYPE: 1998 FORD



WOLVERINE

DRIVER: BRIAN BARTHEL HOMETOWN: BIG LAKE, MN
BODY TYPE: 2001 CONCEPT BODY

AMERICAN DREAM

DRIVER: DAVE TURPEN HOMETOWN: WADESVILLE, IN BODY TYPE: 2002 CHEVY SILVERADO

OWNER: DAN GALVIS DRIVER: RICK RAAB HOMETOWN: PERKASIE, PA BODY TYPE: 2002 CHEVY SILVERADO

DRIVER: JOE CYPHER HOMETOWN: RENO, NV BODY TYPE: 2001 GMC JIMMY

DRIVER: BRUCE HANEY HOMETOWN: CLEARWATER, FL BODY TYPE: 2002 CHEVY

DRIVER: RICK DISHAROON HOMETOWN: DEL MAR, MD BODY TYPE: 2003 DODGE

DRIVER: DOUG NOELKE HOMETOWN: UNION, MO BODY TYPE: 2002 FORD F-350 SUPERDUTY

DRIVER: CHRIS BERGERON HOMETOWN: COLUMBUS, MI BODY TYPE: 2001 CHEVY S-10

DRIVER: JEFF BAINTER HOMETOWN: YAKIMA, WA BODY TYPE: CHEVY K-2500

DRIVER: RON NELSON HOMETOWN: CONROE, TX BODY TYPE: 2002 CHEVY

DRIVER: BENNETT CLARK HOMETOWN: CEDARTOWN, GA BODY TYPE: 2002 CHEVY

DRIVER: JACK KOBERNA HOMETOWN: TULIA, TX BODY TYPE: 2001 FORD F-150

DRIVER: MARK SCHROEDER HOMETOWN: MUSKEGO, WI BODY TYPE: 1995 GMC

DRIVER: DAN EVANS HOMETOWN: SCOTTSVILLE, MI BODY TYPE: 2000 CHEVY

DRIVER: KREG CHRISTENSEN HOMETOWN: HARRISVILLE, UT BODY TYPE: 2001 H1 HUMMER

DRIVER: LUPE SOZA HOMETOWN: ROBSTOWN, TX BODY TYPE: 2001 CUSTOM BULL

DRIVER: BRIAN WINSTON HOMETOWN: NORTH BENTON, OH BODY TYPE: 1997 CHEVY ASTROVAN

DRIVER: ANDY SLIFKO HOMETOWN: POTTSVILLE, PA BODY TYPE: 1998 DODGE DURANGO

DRIVER: GLENN BOWLIN HOMETOWN: FT. MEYERS, FL BODY TYPE: 2001 FORD RANGER

DRIVER: LINSEY WEENK HOMETOWN: DEVIL'S COULEE, ALBERTA BODY TYPE: 1998 FORD TRICERATOPS

DRIVER: JOCELYN PERRIN HOMETOWN: COOPERSVILLE, MI BODY TYPE: 1940 WILLY'S

DRIVER: DAVID SMITH HOMETOWN: HOUSTON, TX BODY TYPE: 2000 GMC

DRIVER: TOB HOMETOWN: BIG LAKE, MN BODY TYPE: 2002 FORD F-150

DRIVER: JIM LEHNERTZ HOMETOWN: LODI, CA BODY TYPE: 2001 CHEVY SILVERADO

DRIVER: ROBBIE GRAY HOMETOWN: RIPPON, WV BODY TYPE: 1999 FORD

DRIVER: DON FRANKISH HOMETOWN: LETHBRIDGE, ALBERTA BODY TYPE: 2002 FORD SUPERDUTY

DRIVERS: RICK SWANSON, ROB WOOD HOMETOWN: MENIFEE, CA BODY TYPE: 2003 FORD F-350 SUPER DUTY

DRIVER: JEREMY WARD HOMETOWN: EVANSVILLE, IN BODY TYPE: 1968 FORD MUSTANG FASTBACK

OWNER: RANDY BROWN DRIVER: FRANK KAMEL HOMETOWN: CAMDEN, NC BODY TYPE: 2000 FORD SUPER DUTY

DRIVER: LARRY JARZEL HOMETOWN: MILLINGTON, MI BODY TYPE: 2002 CHEVY CONCEPT BODY

DRIVER: RON COCHRAN HOMETOWN: COCOA, FL BODY TYPE: 1955 CHEVROLET CAMEO

DRIVER: TBD BODY TYPE: 2001 CHEVY

DRIVER: DAVID RAPPACH HOMETOWN: VIENNA, OH BODY TYPE: 2001 GMC SIERRA

DRIVER: MIKE NITCHKE HOMETOWN: HASTINGS, NY BODY TYPE: 1999 CHEVY

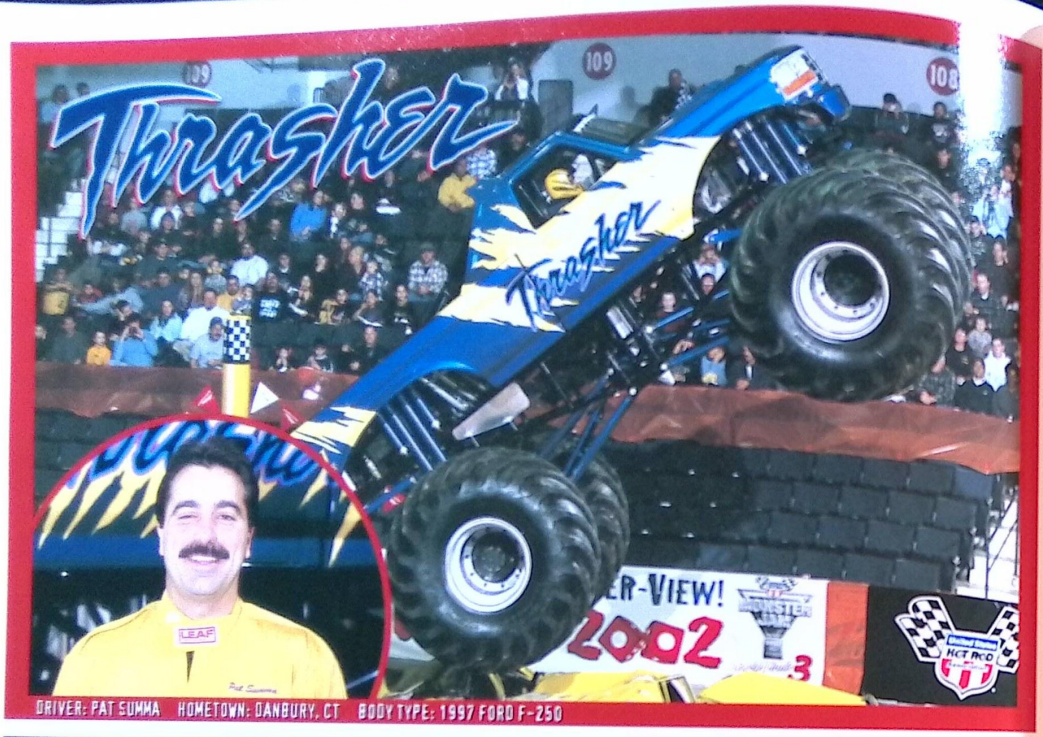
DRIVER: JIM JACK HOMETOWN: MILTON, FL BODY TYPE: 1996 CHEVY

DRIVER: JIM BENDZICK HOMETOWN: FARIBAULT, MN BODY TYPE: 1998 CHEVY

DRIVER: DAWN CRETEN HOMETOWN: TONGANOXIE, KS BODY TYPE: 2001 FORD EXPEDITION

DRIVER: DAN PATRICK HOMETOWN: CIRCLEVILLE, OH BODY TYPE: 1998 CHEVY SILVERADO

DRIVER: PAT GERBER HOMETOWN: BAKERSFIELD, CA BODY TYPE: 2000 CHEVY CUSTOM



DRIVER: PAT SUMMA HOMETOWN: DANBURY, CT BODY TYPE: 1997 FORD F-250

DRIVER: ELLIS EDWARDS HOMETOWN: ATLANTA, GA BODY TYPE: 1953 CORVETTE

DRIVER: STERLING LITTLEJOHN HOMETOWN: ALBUQUERQUE, NM BODY TYPE: 2001 FORD F-150

DRIVER: JASON WITTE HOMETOWN: WASHINGTON, MO BODY TYPE: 2002 CHEVY SILVERADO

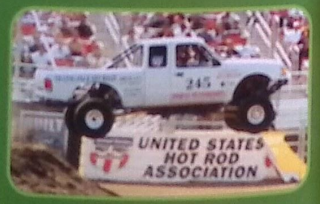
PRO ARENA & PRO STADIUM TRUCKS

JEFF DEDICK

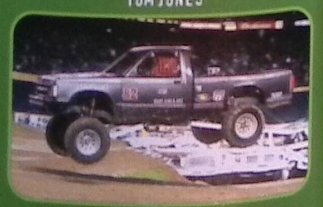
Pro Arena/Pro Stadium race trucks are full competition vehicles that vary in size and manufacturers. All must meet strict safety and technical standards as established by the United States Hot Rod Association. These trucks typically have modified engines, ranging from lightweight four-cylinders to earth-churning V-8s, that produce up to 600 horsepower and easily accelerate the vehicles to speeds of up to 60 miles an hour.

The suspensions can be modified and strengthened with limitation. They range from aftermarket upgrades to state-of-the-art, one-of-a-kind custom jobs that help absorb the impacts from the high-flying jumps. The truck bodies are required to retain the stock appearance from the manufacturer and many are constructed from lightweight fiberglass or carbon fiber.

Depending on the specific event, each truck will race up to four times. All trucks must qualify for one of the top 16 starting positions. Qualifying usually takes place while fans are entering the facility. Track configurations vary from event to event and can be single lane (racing against the clock) or side-by-side (racing against another competitor). Each driver must be on his or her toes every weekend as the competition is always intense. All competitors earn points toward a point series award where the top racers are invited to compete at the season's end Pro-Truck Finals. To learn more about Pro-Trucks, log onto the web site www.ushra.com.



TOM JONES



BRIAN SPADY

DAVID PEPLOW

JOHN JUNGLEBLUT

BOBBY BROWN

PRO ARENA TRUCKS 2002 FINAL STANDINGS

Jeff Dedick	General Lee	5698 pts.
David Peplow	Race Runner	4565 pts.
Tom Jones	The Original	4499 pts.
Thomas Ray White	Twister II Remains	3435 pts.
Bobby Brown	Gator	3295 pts.
John Jungleblut	Wild Thing	3195 pts.
Brian Spady	Flyin' Brian	3176 pts.

THOMAS RAY WHITE

PRO QUADS & QUAD WARS

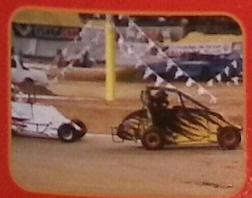
The Pro Quad Championship Series, in its fifth season, promises to be non-stop, wheel-to-wheel action. The series is comprised of top professional and amateur riders from around the world who are featured in one racing class that is sanctioned by Formula USA. On race day, the riders participate in a number of qualifying heat races in hopes of making it to the main event for an opportunity to dethrone four-time Formula USA National No. 1 defending champion Tom Farr. A good finish ensures a share of the cash purse and valuable points toward the series title. To keep up with all the action, visit www.proquads.com.

Quad Wars is a season-long battle between teams of the greatest ATV riders of all time representing different cities across the nation. The two best teams travel to Las Vegas for the World Finals. The journey – never easy and full of frustration – can sometimes lead to conflicts and controversy, which only adds fuel to already heated rivalries.

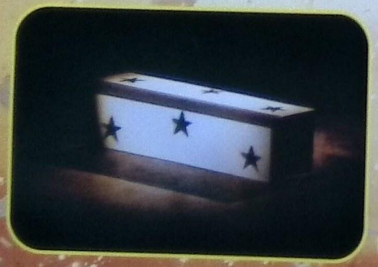
Each team has a captain who serves as the "voice" of that team's city. Some of the top riders, including Nic Granlund, Bobby Parr, Randy Dinkins, Hank DeHart, George Belhan, Tim Kasper, PJ Pyros, Michael Snudden and Keith Pyers, will lead their teams in the quest for the Quad Wars title.

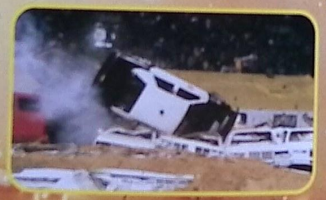
MOTOR MANIA

ABOVE: DEMOLITION DERBY
CLOCKWISE FROM RIGHT:
SUPER TRUCKS, SHIFTERS,
SPRINT CARS, LEGENDS

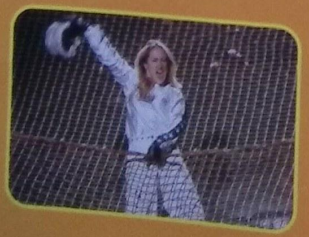


THRILL ACTS

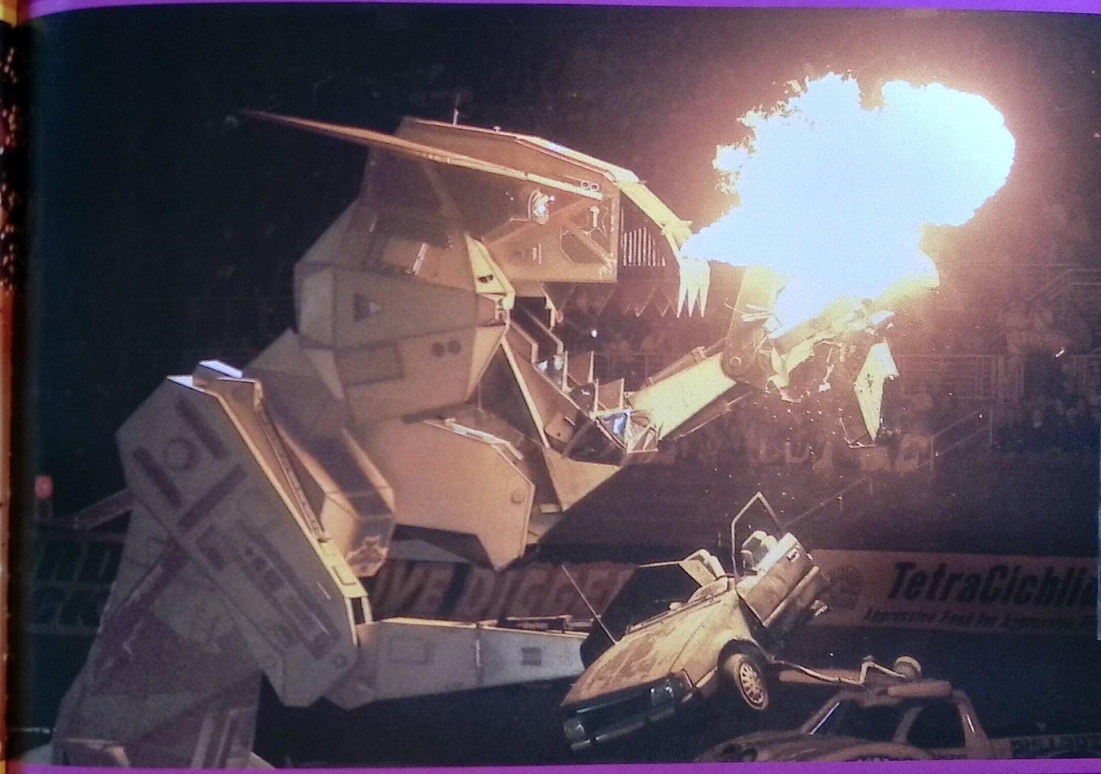




CLOCKWISE FROM TOP RIGHT: MARK HAGER'S STEEL WALL. THE MONSTER STEEL WALL. STEVE DIRENZO'S FIRE FALL. THE CANNON LADY–JEN SCHNEIDER. BMX STUNT TEAM. SERGE BEAULIEU'S HUMAN BOMB



TRANSFORMERS



ABOVE: ROBOSAURUS
CLOCKWISE FROM LEFT: REPTAR, MEGASAURUS, TRANSAURUS, GALACTRON

2003 Schedule

SXGP.com
OFFICIAL WEBSITE OF SUPERCROSS

THQ WORLD SUPERCROSS GP

Geneva, Switzerland
Dec 7 > Palexpo Center

Arnhem, Holland
Dec 14 > Gelredome

Anaheim, CA
Jan 4 > Edison International Field

Phoenix, AZ
Jan 11 > Bank One Ballpark

Anaheim, CA
Jan 18 > Edison International Field

San Francisco, CA
Jan 25 > Pacific Bell Park

Anaheim, CA
Feb 1 > Edison International Field

San Diego, CA
Feb 8 > Qualcomm Stadium

Minneapolis, MN
Feb 15 > Metrodome

Atlanta, GA
Feb 22 > Georgia Dome

Indianapolis, IN
Mar 1 > RCA Dome

Daytona, FL
Mar 8 > Daytona Int'l Speedway
*not a clear channel event

St. Louis, MO
Mar 22 > Edward Jones Dome

Houston, TX
Mar 29 > Reliant Stadium

Pontiac, MI
Apr 5 > Silverdome

Dallas, TX
Apr 12 > Texas Stadium

Salt Lake City, UT
Apr 26 > Rice-Eccles Stadium

Las Vegas, NV
May 3 > Sam Boyd Stadium

thor

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pacefmx.com

FMX

Sacramento, CA
Jan 3-4 > Arco Arena

Salt Lake City, UT
Jan 3-4 > Delta Center

Worcester, MA
Jan 10-11 > Worcester's Centrum Centre

Philadelphia, PA
Jan 10-11 > First Union Center

Oklahoma City, OK
Jan 17-18 > State Fair Arena

Little Rock, AR
Jan 17-18 > Alltel Arena

Denver, CO
Jan 24-25 > Pepsi Center

Auburn Hills, MI
Jan 24-25 > The Palace of Auburn Hills

Pittsburgh, PA
Jan 31 - Feb 1 > Mellon Arena

Uniondale, NY
Feb 1 - Feb 2 > Nassau Coliseum

Dallas, TX
Feb 1-4 > American Airlines Center

Cincinnati, OH
Feb 7-8 > US Bank Arena

Rosemont, IL
Feb 14-15 > Allstate Arena

Cleveland, OH
Feb 14-15 > Quad Arena

Columbia, SC
Feb 21-22 > The Carolina Center

Providence, RI
Feb 28 - Mar 1 > Dunkin' Donuts Center

Grand Rapids, MI
Mar 7-8 > Van Andel Arena

Dayton, OH
Mar 7-8 > Hutter Center

Birmingham, AL
Mar 14-15 > Birmingham Jefferson Con. Ctr.

Greenville, SC
Mar 14-15 > Bi-Lo Center

Hampton, VA
Mar 21-22 > Hampton Coliseum

Biloxi, MS
Mar 21-22 > Miss. Coast Coliseum

Reno, NV
Mar 28-29 > Livestock and Events Center

Minneapolis, MN
Apr 4-5 > Target Center

Rider Registration Info:
817-332-4822

Dealers... To become an event sponsor please call 630-566-6309

National Arenacross Schedule:

Ft. Worth, TX
Dec 27 - 28 > Will Rogers Coliseum

Guthrie, OK
Jan 3 - 5 > Lazy E Arena

Memphis, TN
Jan 10 - 12 > The Pyramid

Baltimore, MD
Jan 17 - 18 > Baltimore Arena

Hampton, VA
Jan 24 - 26 > Hampton Coliseum

Toronto, ON
Jan 31 - Feb 2 > Skydome

Milwaukee, WI
Feb 7 - 9 > U.S. Cellular Arena

Council Bluffs, IA
Feb 21 - 23 > Mid-America Center

Sacramento, CA
Feb 28 - Mar 2 > ARCO Arena

Denver, CO
Mar 7 - 9 > Pepsi Center

Regional Arenacross Schedule:

Grand Rapids, MI
Jan 3 - 5 > Van Andel Arena

Huntington, WV
Jan 3 - 5 > Huntington Civic Arena

Charlotte, NC
Jan 10 - 11 > Charlotte Coliseum

Toledo, OH
Jan 10 - 12 > Sports Arena

Roanoke, VA
Jan 10 - 12 > Roanoke Civic Center

Bridgeport, CT
Jan 17 - 18 > Arena at Harbor Yard

Dayton, OH
Jan 17 - 19 > Hara Arena

Nashville, TN
Jan 17 - 19 > Municipal Auditorium

San Antonio, TX
Jan 24 - 26 > Alamodome

Louisville, KY
Jan 24 - 26 > Broadbent Arena

Reading, PA
Jan 24 - 26 > Sovereign Center

Springfield, IL
Jan 31 - Feb 2 > Prairie Capital Convention Center

Greensboro, NC
Feb 21 - 22 > Greensboro Coliseum

Wilkes Barre, PA
Feb 28 - Mar 2 > First Union Arena at Casey Place

Portland, OR
Feb 28 - Mar 2 > Memorial Coliseum

Kansas City, MO
Feb 28 - Mar 2 > Kemper Arena

Oakland, CA
Mar 7 - 9 > The Arena in Oakland

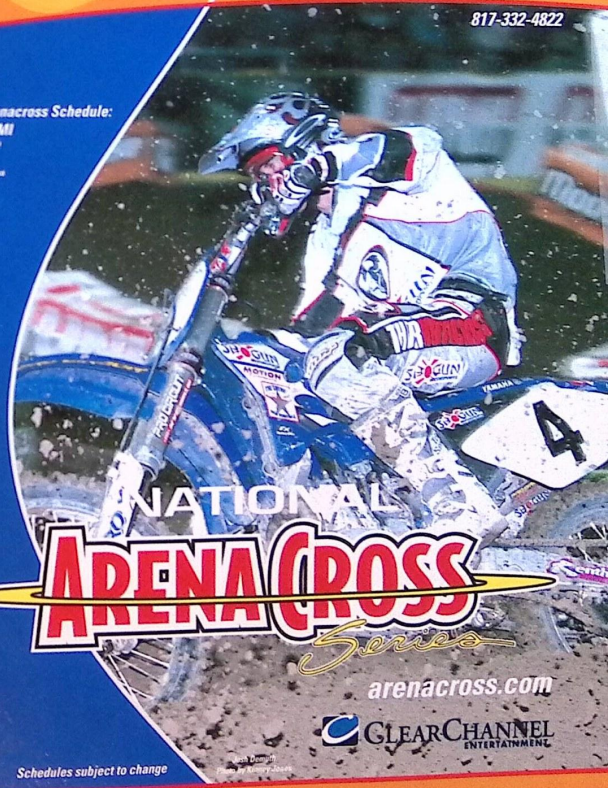
Grand Forks, ND
Mar 14 - 16 > Alerus Center

Albuquerque, NM
Mar 21 - 23 > Tingley Coliseum

Wichita, KS
Mar 21 - 23 > Kansas Coliseum

Tacoma, WA
Mar 28 - 30 > Tacoma Dome

Schedules subject to change



NATIONAL ARENA CROSS Series

arenacross.com

CLEAR CHANNEL ENTERTAINMENT

Moose · UNI · SUZUKI · thor HELMETS · YAMAHA · Alpinestars · SUNSTAR · SDS · OLY · PRO CIRCUIT · HJC

SAND DRAGS

J.T. TOLLISON
HUSTLING HOBO
864 PTS.

DAN RICHTER
RICHTER SCALE
863 PTS.

DONNIE MARS
BLEW BAYOU
744 PTS.

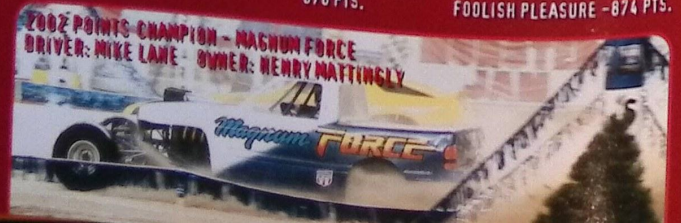
DAVID HUNT
RED DEVIL
576 PTS.

It's the fastest event at USHRA shows as these 3,000 pound vehicles travel 120 feet in less than two seconds. These "Thunder Body" machines hide an alcohol-blown 2,000 HP engine under their hoods that allow them to reach such high speeds. To stop the speed demons, a cable (the length of the race surface) is connected to a pin at the rear of the body that when pulled, shuts down the engine. The driver also has a foot break to bring the dragster to a quick stop. These two devices allow for a safe racing environment, the number one concern of the USHRA.

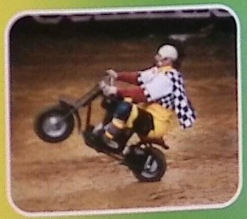
MIKE LANE - MAGNUM FORCE
878 PTS.

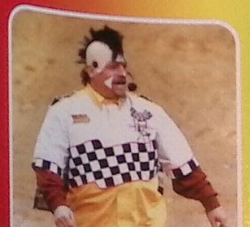
DOUG MCCLUNG - FAT CAT
876 PTS.

SHAY CLARK
FOOLISH PLEASURE -874 PTS.



CLOWNS





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LIVIN LARGE & BUSTIN BIG
PHOTOS BY: BURTON/STEVENS
LBZ

BILLY WALLS
TYLER KYLE
GREG GARRISON
MICHAEL GRAVESTOCK
DAVID LOWE
RICK HEDDLE
TOMMY JEAN
CHIP JOINER
TIM O'BRIAN
DAVID TURNER
GREG HARTMAN
THE
LBZ
FREESTYLE TEAM
WWW.LBZENT.COM

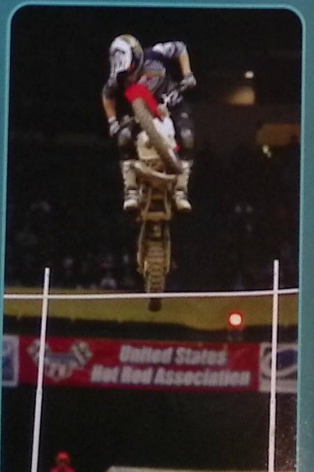
FREESTYLE MOTOCROSS

Freestyle motocross has been added to almost every Monster Jam in 2003 to give some new elements to the shows and provide a place for young freestyle riders to gain additional performance experience.

Freestyle motocross competition in a Monster Jam breaks down like this: there are three rounds of competition and each round's winner is decided by the applause of the crowd. So, just like at the IFMA Freestyle Motocross shows, the louder you get, the higher they go.

Sometimes competition is so close it will have to be decided by a jump-off contest, which will force two riders to take turns performing increasingly complex tricks until one rider is declared the winner.

If you enjoy this part of the Monster Jam, make sure to find out if the IFMA Freestyle Motocross Tour is coming to a city near you. You can find the tour schedule at pacefmx.com.



Some of the riders in the 2003 Monster Jam Freestyle Motocross program include Daryl Agar, Mike Garavette, Tyler Kyle, Greg Hartman, Chip Joyner, Victor Stagner, Jason Biedrzyki, Billy Walls, Tim O'Brien, Lonny Fritch, TJ Russell, Heather Williams, Greg Garrison, Rick Heddle, Derek Burlew, and John Sigismondi.

IHRA MOTORSPORTS

HOOTERS RACING SERIES SCHEDULE

Feb, 28-Mar 2	**2nd Annual Texas Nationals**	River City Raceway, San Antonio, Texas	830-914-4646
Mar 28-30	**33rd Annual Holley Spring Nationals, presented by Castrol**	Rockingham Dragway, Rockingham, NC	910-582-3400
Apr 25-27	**3rd Annual ACDelco Nationals, presented by Chevrolet**	Virginia Motorsports Park, Richmond, VA	804-862-3174
Jun 6-8	**4th Annual Mopar Performance Parts Canadian Nationals**	Grand Bend Motorplex, Grand Bend, Ontario	519-238-7223
Jun 14-15	**PRO Invitational and Holley Pro-Am** (No Hooters Racing Series Pro points awarded)	Cordova Dragway Park, Cordova, IL	309-654-2110
Jun 27-29	**Inaugural Rocky Mountain Nationals**	Budweiser Motorsports Park, Edmonton, Alberta	780-450-5801
Jul 11-13	**Inaugural Motor City Nationals**	Milan Dragway, Milan, MI	810-939-5600
Jul 25-27	**2nd Annual ACDelco Canadian Nationals**	Toronto Motorsports Park, Cayuga, Ontario	416-291-4561
Aug 8-10	**22nd Annual Northern Nationals**	U.S. 131 Motorsports Park, Martin, MI	616-672-7200
Aug 21-24	**26th Annual Sunoco World Nationals, presented by Ethanol**	Norwalk Raceway Park, Norwalk, OH	419-668-5555
Sep 5-7	**8th Annual Amalie Oil North American Nationals**	New England Dragway, Epping, NH	603-679-8001
Sep 26-28	**12th Annual Presidents Cup Nationals**	Maryland International Raceway, Budds Creek, MD	301-884-9833
Oct 17-19	**8th Annual IHRA World Finals**	Rockingham Dragway, Rockingham, NC	910-582-3400

WIN A GRAVE DIGGER BLOCK PARTY!

It could happen to you!

How would you like to host a catered party for Grave Digger, Dennis Anderson, and 50 of your closest friends on the block? For the past three years, Clear Channel Entertainment - Motor Sports and the Grave Digger Monster Truck Team have given a lucky family a catered block party. In 2002, the Grave Digger Block Party took place in Rockford, IL. The winners received a catered party for 50 people, which included Grave Digger drivers Dennis Anderson and Scott Pontbriand. Best of all, Grave Digger was parked in their driveway all afternoon.

To find out how you can win a day with Digger – and to see photos from the 2002 block party – log on to GRAVEDIGGER.com. Then follow these directions to register for the 2003 Grave Digger Block Party:

1. Log onto GRAVEDIGGER.com
2. Click on the BLOCK PARTY button
3. Complete the ONLINE ENTRY FORM

The 2003 Grave Digger Block Party Winner will be announced on July 1, 2003. Good luck!

Certain rules and restrictions apply, such as age of contestants and employment, and are clearly stated on online registration form.

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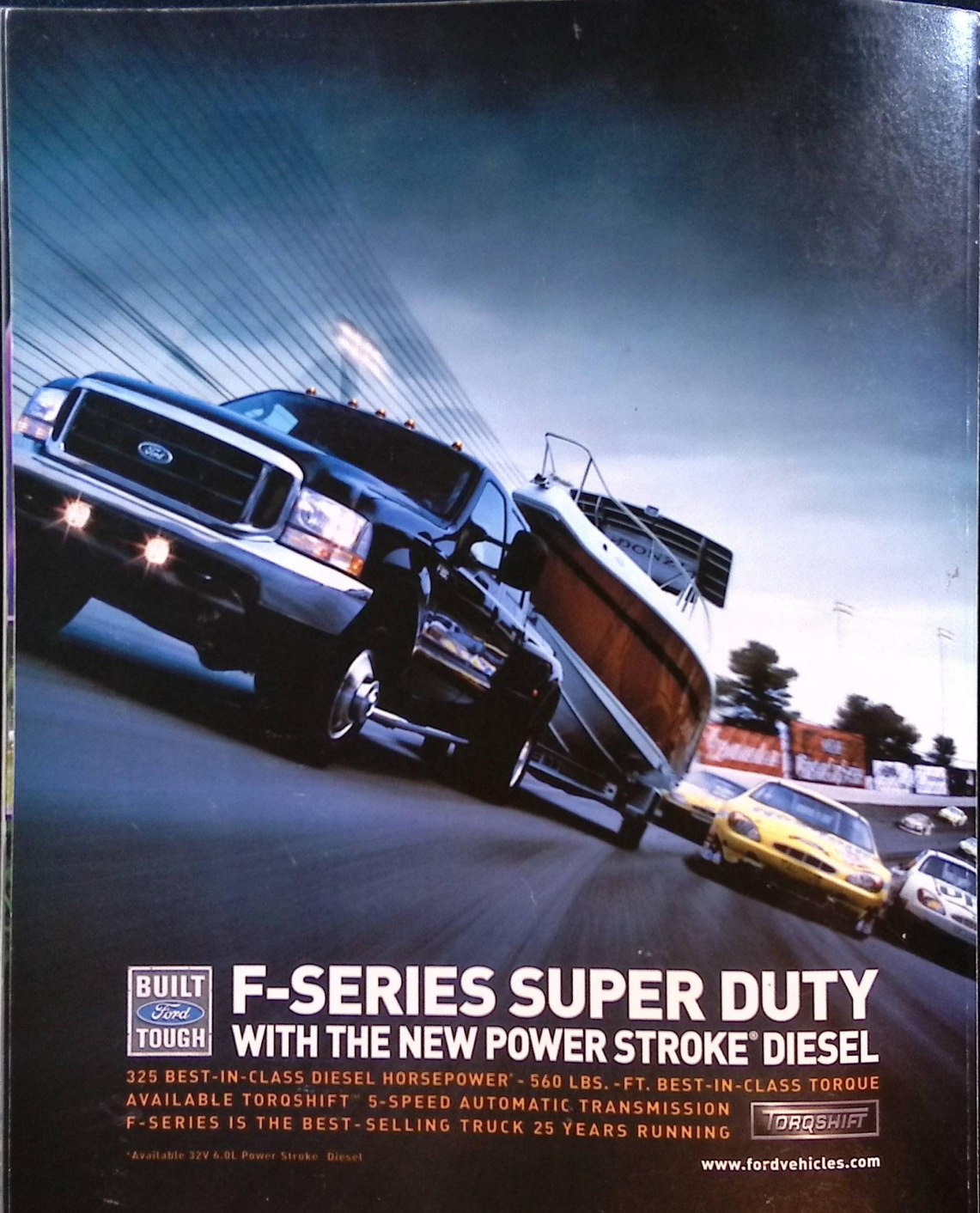
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